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ABSTRACT

One of a series of student booklets on the Canadian environment, this unit covers the national and regional transportation systems in Canada and a comparative study of six localities. Student groups adopt another community somewhere in Canada and plan a trip from there to their home town. In the course of their activities, they learn about their home town, their adopted community, Canada, and different modes of travel. Following an introductory chapter, 12 sections are presented. In sections 2-4, students examine Canada's major transportation systems, learn to read transportation schedules, and investigate transportation systems in their home town. In the next section, students plan a family reunion, organize the trip, and record expenses. In sections 6 and 7, students compare the position, climate, and growing season of seven communities and then describe the community they consider most desirable. Sections 8 through 13 contain community profiles and maps for six communities: Terrace, British Columbia; Joe Batt's Arm, Newfoundland; Saint-Lambert, Quebec; Port Hope, Ontario; Weyburn, Saskatchewan; and Hay River, Northwest Territories. (LH)

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M. SCOTT ROEBOTHAM

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UNDERSTANDING THE CANADIAN ENVIRONMENT

CANADA

A VAST ENVIRONMENT

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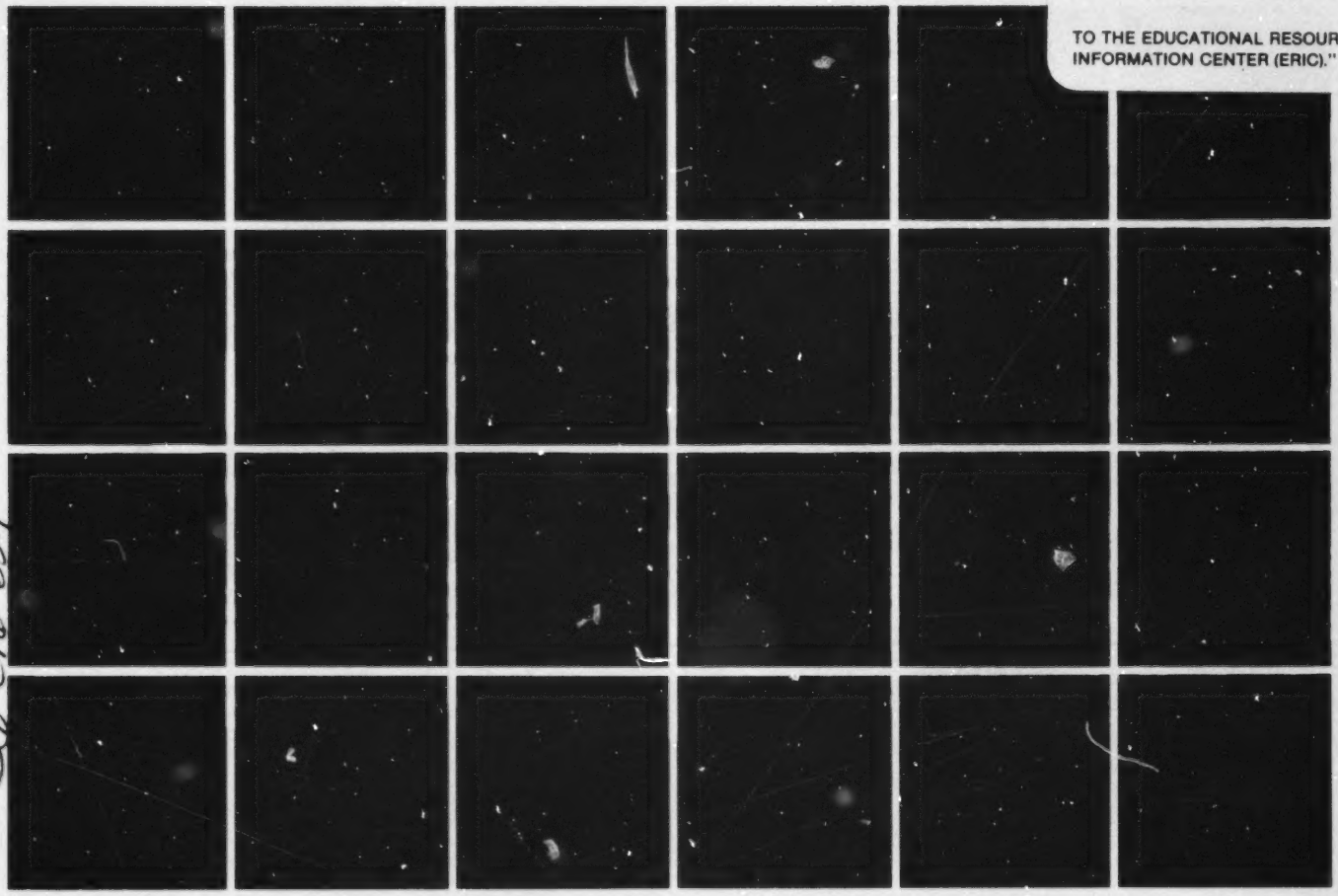

SO 016 621

CANADA

A VAST ENVIRONMENT

Rex B. Brown
Thomas S. Green
M. Scott Roebotham

The Canada Studies Foundation

Established in 1970 with individual, corporate and governmental support at both provincial and federal levels, the Canada Studies Foundation, currently funded by the Department of the Secretary of State, has actively promoted mutual understanding among the diversity of peoples in Canada. With the conviction that schools can and must provide a knowledge base to help young Canadians become more informed and more active citizens, the Foundation has supported teachers across Canada in the development of books and other learning materials that assist students in one part of Canada to learn more about their fellow Canadians in other parts of our vast country.

This is one of fourteen units being prepared under the series title *Understanding the Canadian Environment* by Canada Studies Foundation: Atlantic Centre.

Project Co-ordinator: Derek Hounsell

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This phase of the work of the Canada Studies Foundation grew out of Hodgetts and Gallagher's *Teaching Canada for the '80s. Understanding the Canadian Environment,* the works of the Atlantic Canada Centre, attempts to translate the concepts of Chapter Four, *'Teaching the Canadian Environment'*, into curriculum materials for the junior high school. The authors are greatly indebted to Hodgetts and Gallagher for their profound insights.

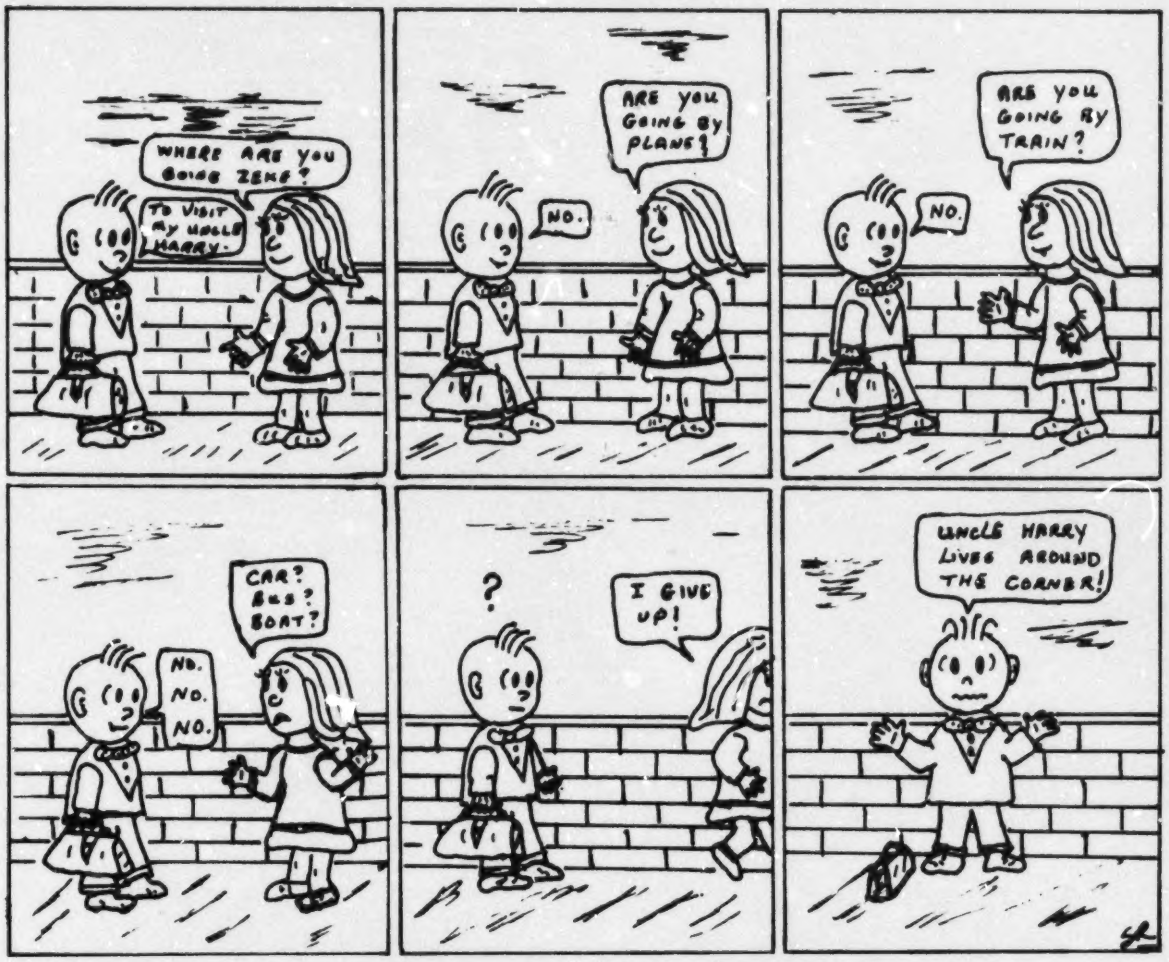
Canada, A Vast Environment is 'every inch' a Pan-Canadian product. Barbara and Malcolm Llewellyn enthusiastically complied with every request for information about their home town of Terrace, British Columbia, and so did Pat Bernstad in Hay River, Ann Kilcher for Weyburn, Ted Staunton in Port Hope, James Hnatchuk for Saint Lambert and Elaine Roebotham in Joe Batt's Arm. The draft for each of the six community profiles was sent back to the community and the municipal officials not only corrected our errors but also encouraged our efforts. We thank all these Canadians for their contributions.

We also wish to thank Derek Hounsell, Atlantic Canada Project Co-ordinator, who was most helpful with the teacher resource book and always supported us. Bob Anderson, Director of the Canada Studies Foundation, stood behind all our work. Maureen Mennie, Librarian at Herdman Collegiate, assisted us in acquiring material, thereby saving us much time when time was crucial. Our colleagues in the Atlantic Canada Project deserve our thanks for their encouragement. Marion Blanchard, our typist was, as always, the epitome of efficiency. Catherine Maggs, educational editor with Breakwater Books, was most supportive. Various federal departments assisted us with information. We would especially like to thank Pacific Western Airlines and Russell's Bus Lines for permission to use information from their schedules.

Thelma, Sandra and Elaine gladly saw us go to work several evenings a week for almost two years even though it meant double the taxi services, double the homework support services and double the lunches and bedtime readings for growing families. We'll make it up someday so that you too can further your professional development.

We dedicate our book to Anthony, Wendy, Matthew, Jill, Jane and Jim in the hope that school might be a little more educational for them.

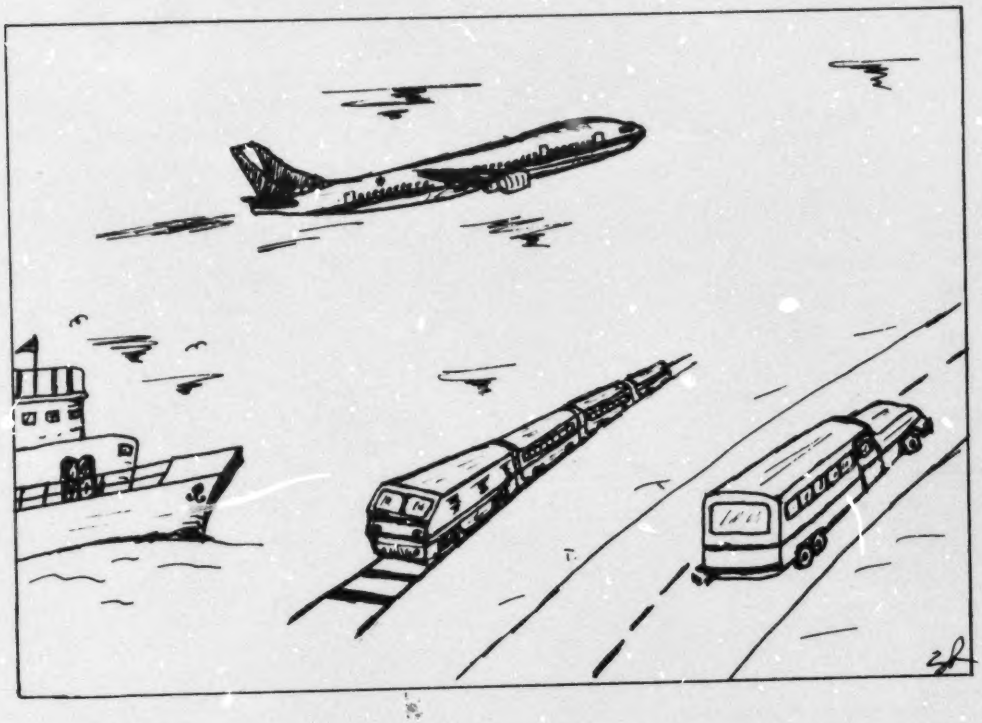
1 INTRODUCTION



Have you ever taken a trip? Where did you go? By what different modes of transportation (plane, train, bus, car, ferry) did you travel? Would you want to revisit any places? Why?

Most people enjoy travelling. It allows us to see new sights and to learn about the different areas in our own, and other, countries. We can familiarize ourselves with items of historical interest or experience for just plain pleasure. Often we travel to visit friends or relatives who live near by or in distant towns. In this unit you will do a simulation of just that. You, along with the other members of your group, will be adopting another community somewhere in Canada and planning a trip from there to your home town. In the course of your activities you will learn plenty about your home town, your adopted community, your country, and different modes of travel.

2 CANADA'S MAJOR TRANSPORTATION SYSTEMS



If you plan to travel within Canada it is essential to become aware of our country's major transportation systems. Some of the modes of travel with which you may be familiar may not exist in all parts of Canada. The following exercise should assist you:

A. Does your home town have railway passenger services? What major areas of Canada are without such services? (See Figure 1.)

B. What are the major highways in the area surrounding your town? Which highways serve cross-country traffic? How well served are Canadians with bus routes? (Remember Canada is large from north to south as well as from east to west.)

C. What are the major airlines in Canada? Which areas do they serve? (See Figures 2, 3, 4, 5 and 7.) Are there other airlines providing passenger services in your part of Canada?

D. Some parts of Canada rely heavily on ferry transportation. What are the major ferry routes in Canada?

E. Do the transportation routes in questions A, B, C, and D cater to all travel needs of Canadians everywhere in our country?

Figure 1

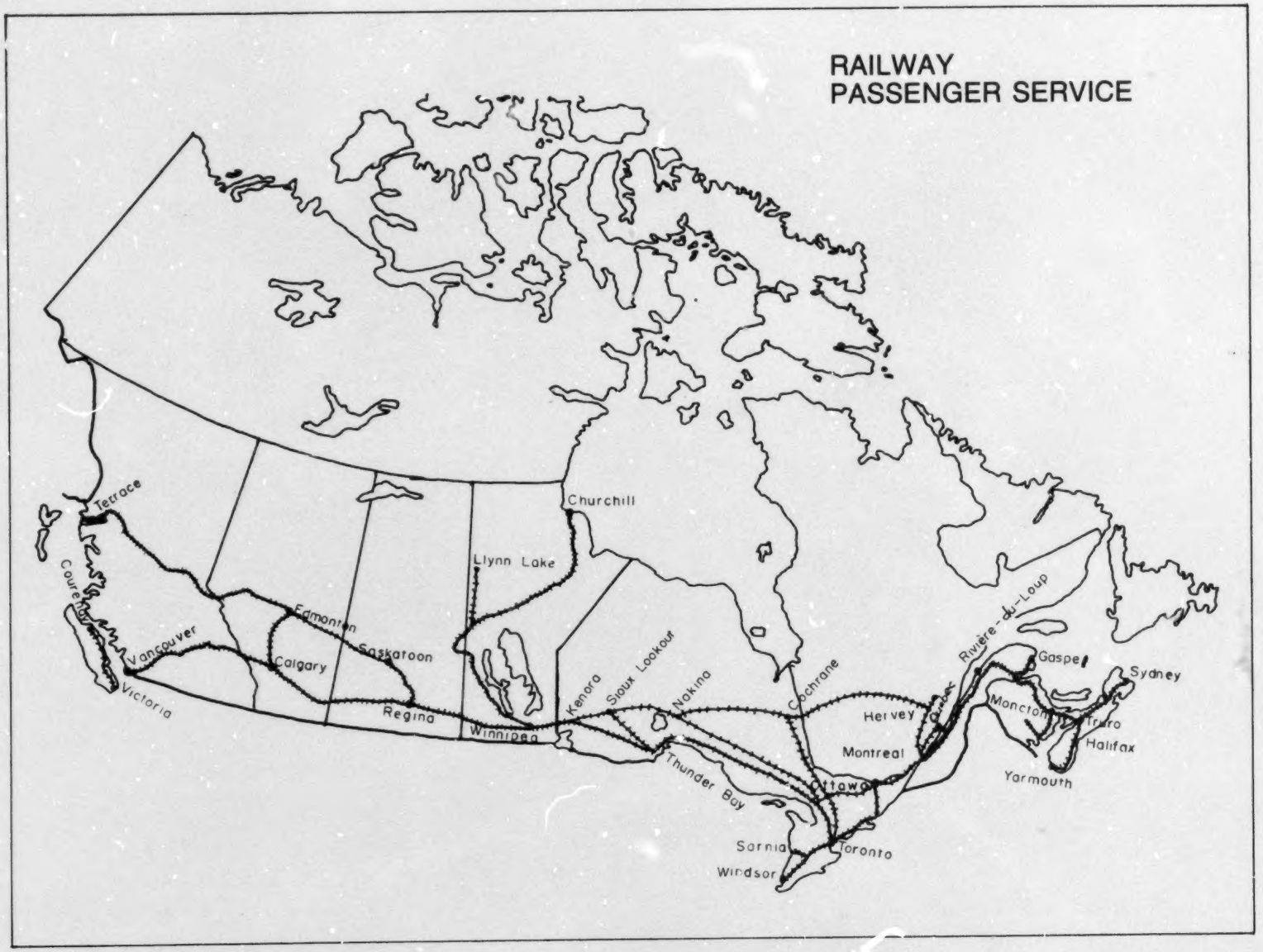

RAILWAY
PASSENGER SERVICE
Terrace
Churchill
Llynn Lake
Courtenay
Vancouver
Edmonton
Saskatoon
Calgary
Victoria
Regina
Winnipeg
Kenora
Sioux Lookout
Nakina
Cochrane
Rivière-du-Loup
Gaspe
Sydney
Hervey
Moncton
Truro
Halifax
Montreal
Yarmouth
Ottawa
Thunder Bay
Sarnia
Toronto
Windsor

Figure 2

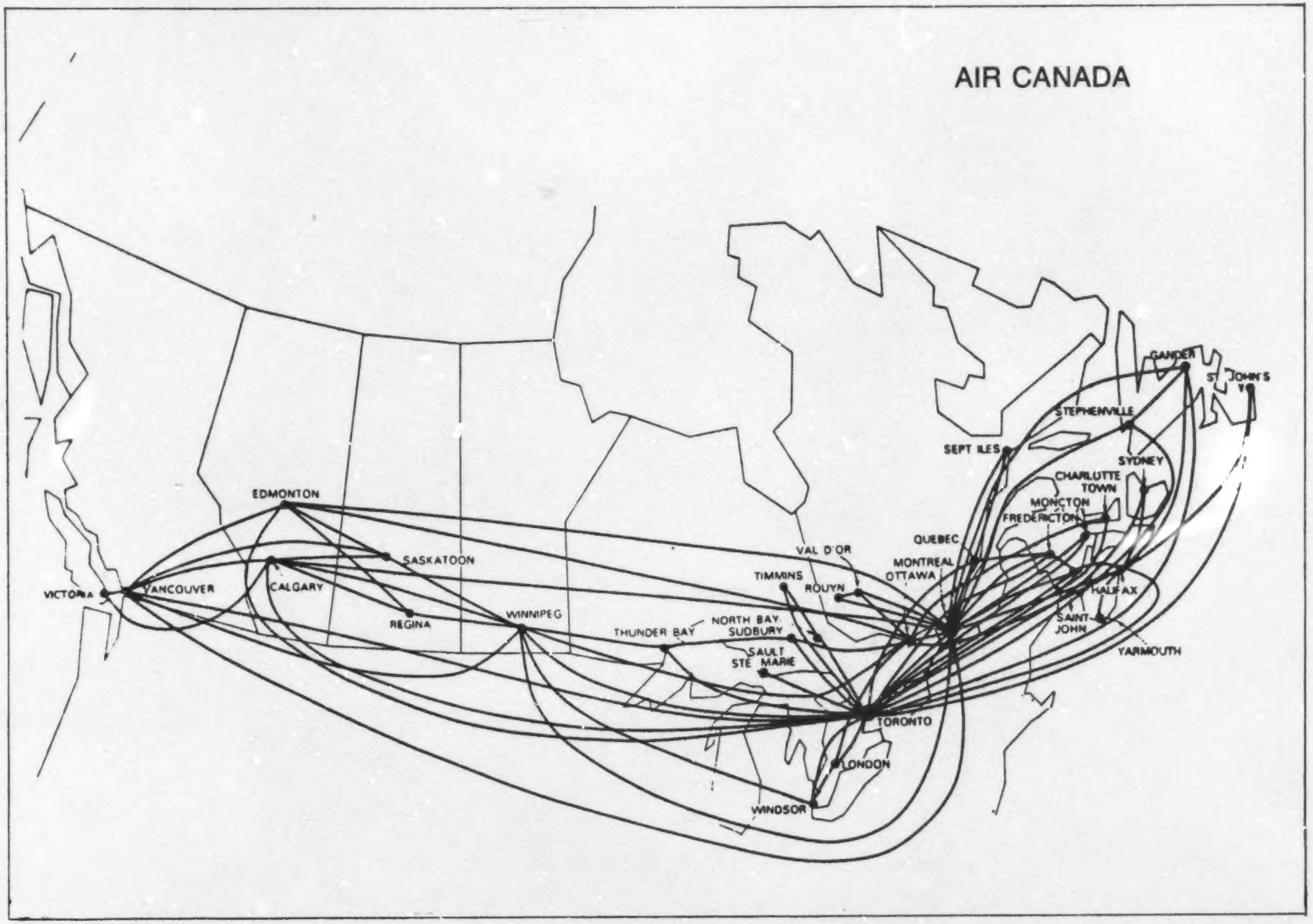

AIR CANADA
GANDER
ST JOHN'S
STEPHENVILLE
SEPT ILES
SYDNEY
CHARLOTTE TOWN
MONCTON
FREDERICTON
QUEBEC
MONTREAL
OTTAWA
VAL D'OR
TIMMINS
ROUYN
HALIFAX
SAINT JOHN
YARMOUTH
EDMONTON
SASKATOON
CALGARY
VICTORIA
VANCOUVER
REGINA
WINNIPEG
THUNDER BAY
NORTH BAY
SUDBURY
SAULT STE MARIE
TORONTO
LONDON
WINDSOR

Figure 3

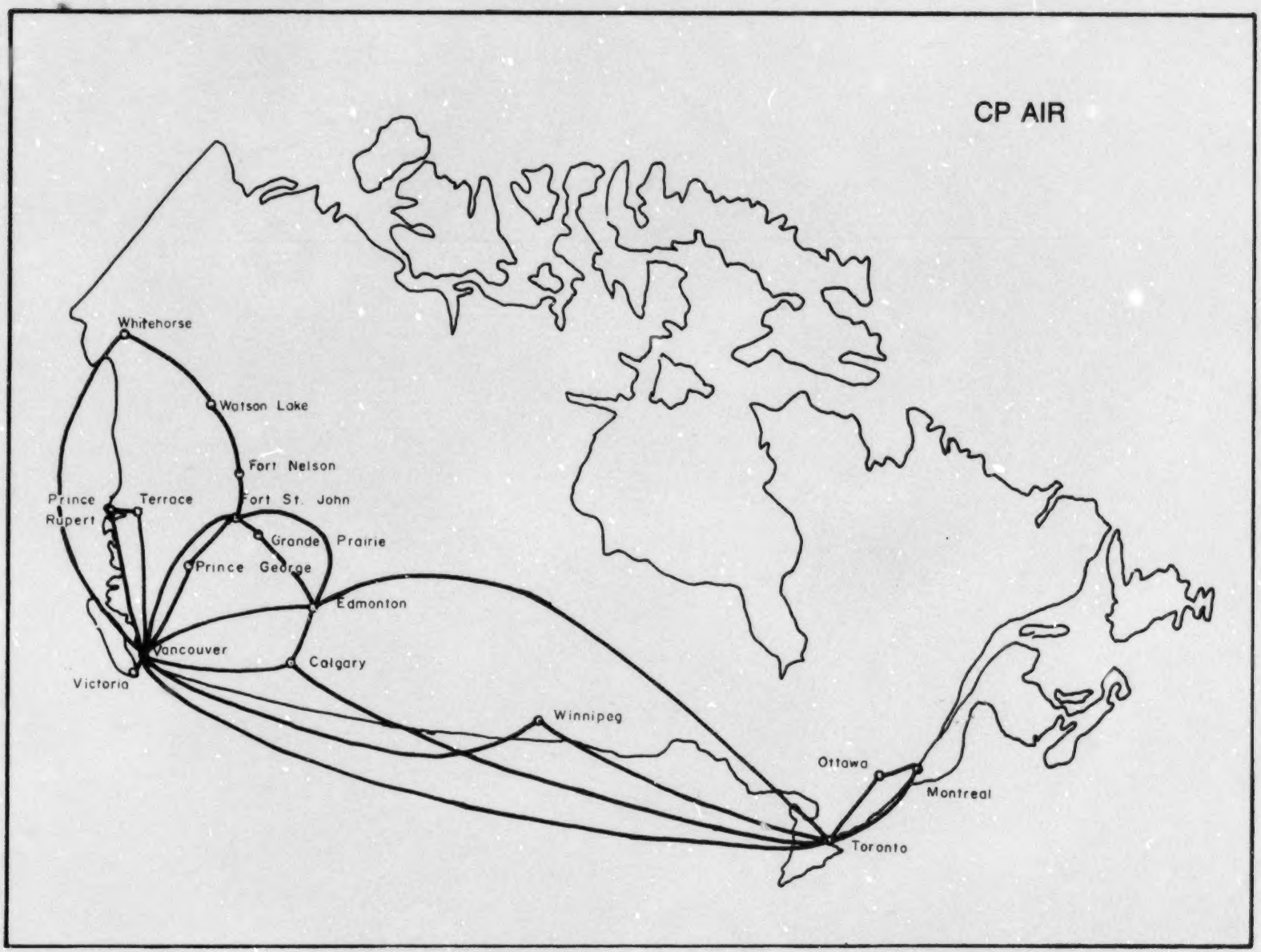

CP AIR
Whitehorse
Watson Lake
Fort Nelson
Prince Rupert
Terrace
Fort St. John
Grande Prairie
Prince George
Edmonton
Vancouver
Calgary
Victoria
Winnipeg
Ottawa
Montreal
Toronto

Figure 4

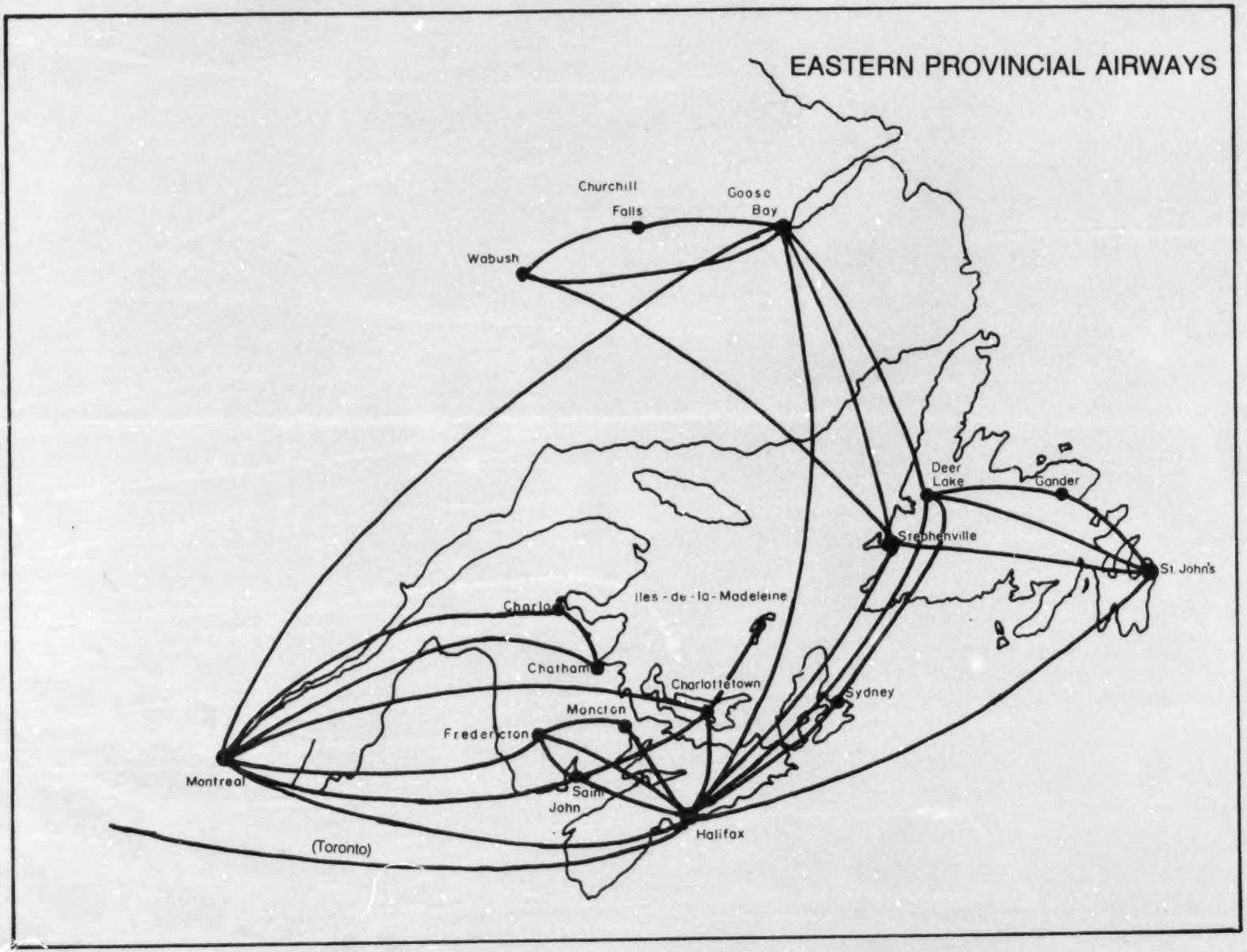
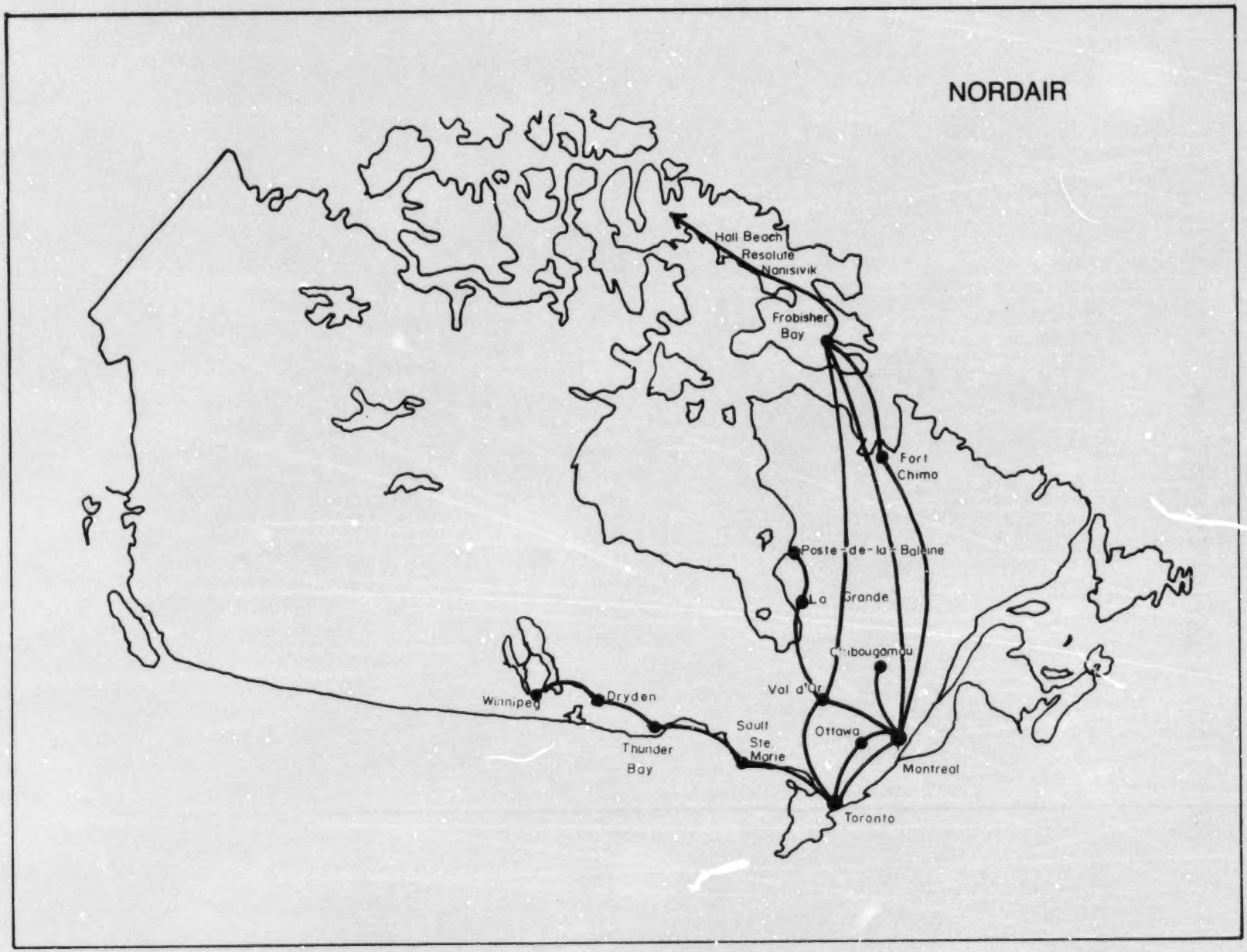
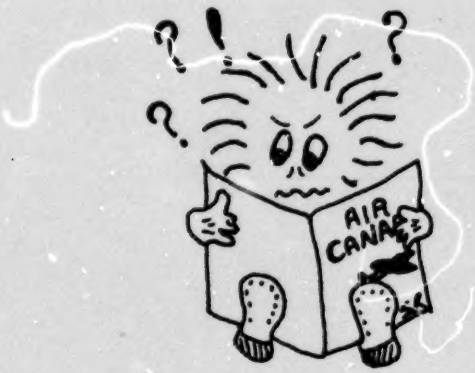

EASTERN PROVINCIAL AIRWAYS
Churchill Falls
Goose Bay
Wabush
Deer Lake
Gander
Stephenville
St. John's
Iles-de-la-Madeleine
Charlo
Chatham
Charlottetown
Sydney
Moncton
Fredericton
Montreal
Saint John
Halifax
(Toronto)

Figure 5


NORDAIR
Hall Beach
Resolute
Nanisivik
Frobisher Bay
Fort Chimo
Poste-de-la-Baleine
La Grande
Chibougamau
Val d'Or
Winnipeg
Dryden
Thunder Bay
Sault Ste. Marie
Ottawa
Montreal
Toronto

8

3 READING TRANSPORTATION SCHEDULES



In order to travel or plan a trip, you often have to use schedules. Every transportation system has them, as you well know if you have ever visited an airport terminal or travel agency. Since one of your major tasks in this unit involves planning a trip, it is necessary that you familiarize yourself with the use of schedules. The following exercises will assist you (Pacific Western Airlines has been chosen as an example).

A. Most schedules contain a general section, or key. The purpose of this section is to explain abbreviations, symbols, etc. Study this section of the Pacific Western schedule. (See Figure 7.) Remember to refer to Figure 7 whenever necessary as you do the exercises that follow.

B. You wish to fly from Victoria to Inuvik and from there to Toronto. What is the least number of places you must stop to complete your journey if you fly only on Pacific Western? (See Figure 7.)

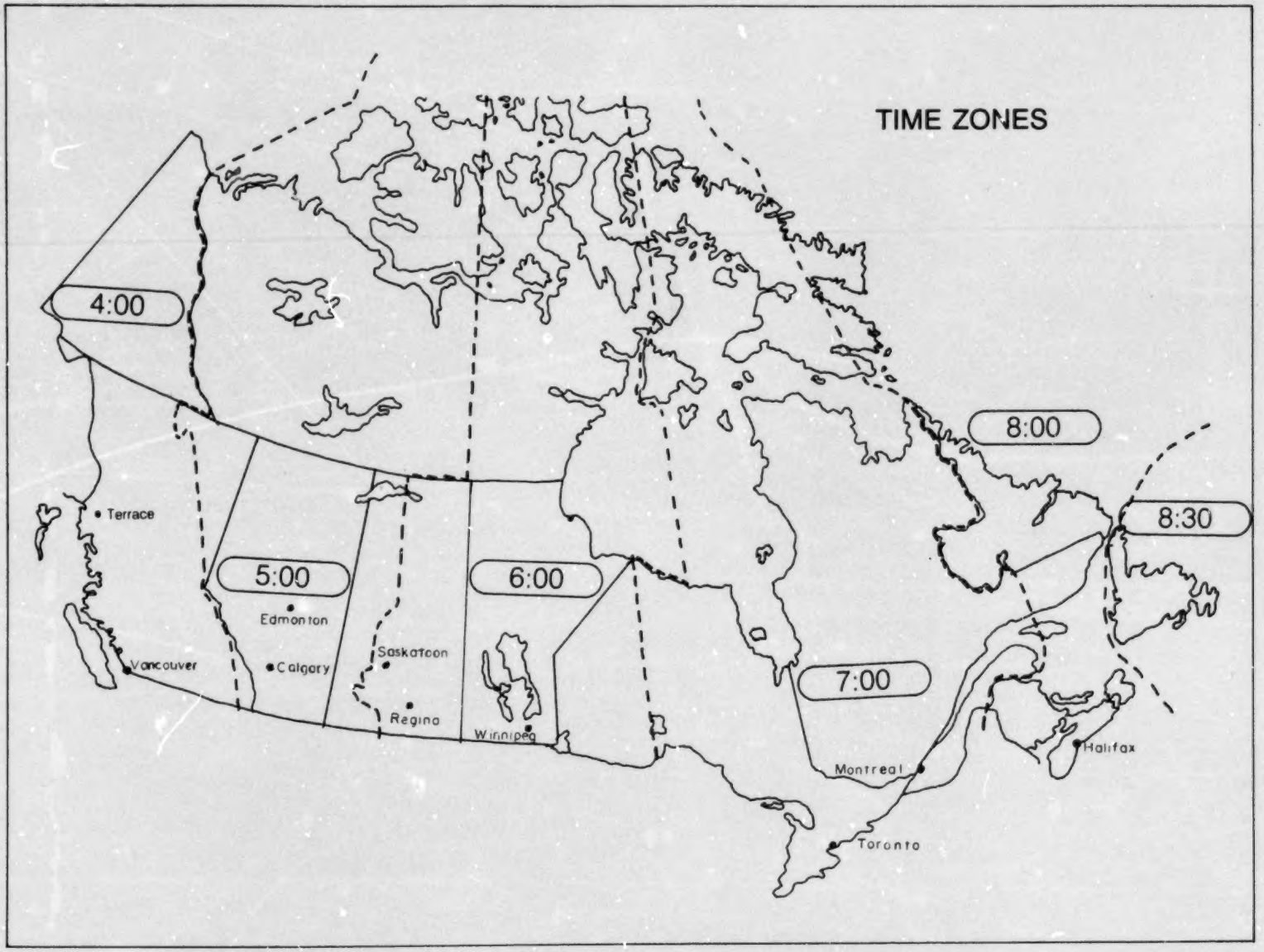
C. In travelling from Victoria to Toronto, how many time zones will you go through? Be sure to remember time changes in the next exercise. (See Figure 6.)

D. Complete the following chart of information for each leg of your journey. (See Figures 7 and 8.)

CHART I Reading Transportation Schedules

Leg	Day	Depart	Travel time hours	min	Meals	Flight #	Stops
Victoria/Vancouver	1	0710		22	nil	106	0
Vancouver/Edmonton							

Figure 6


TIME ZONES
4:00
5:00
6:00
7:00
8:00
8:30
Terrace
Vancouver
Calgary
Edmonton
Saskatoon
Regina
Winnipeg
Montreal
Toronto
Halifax

10

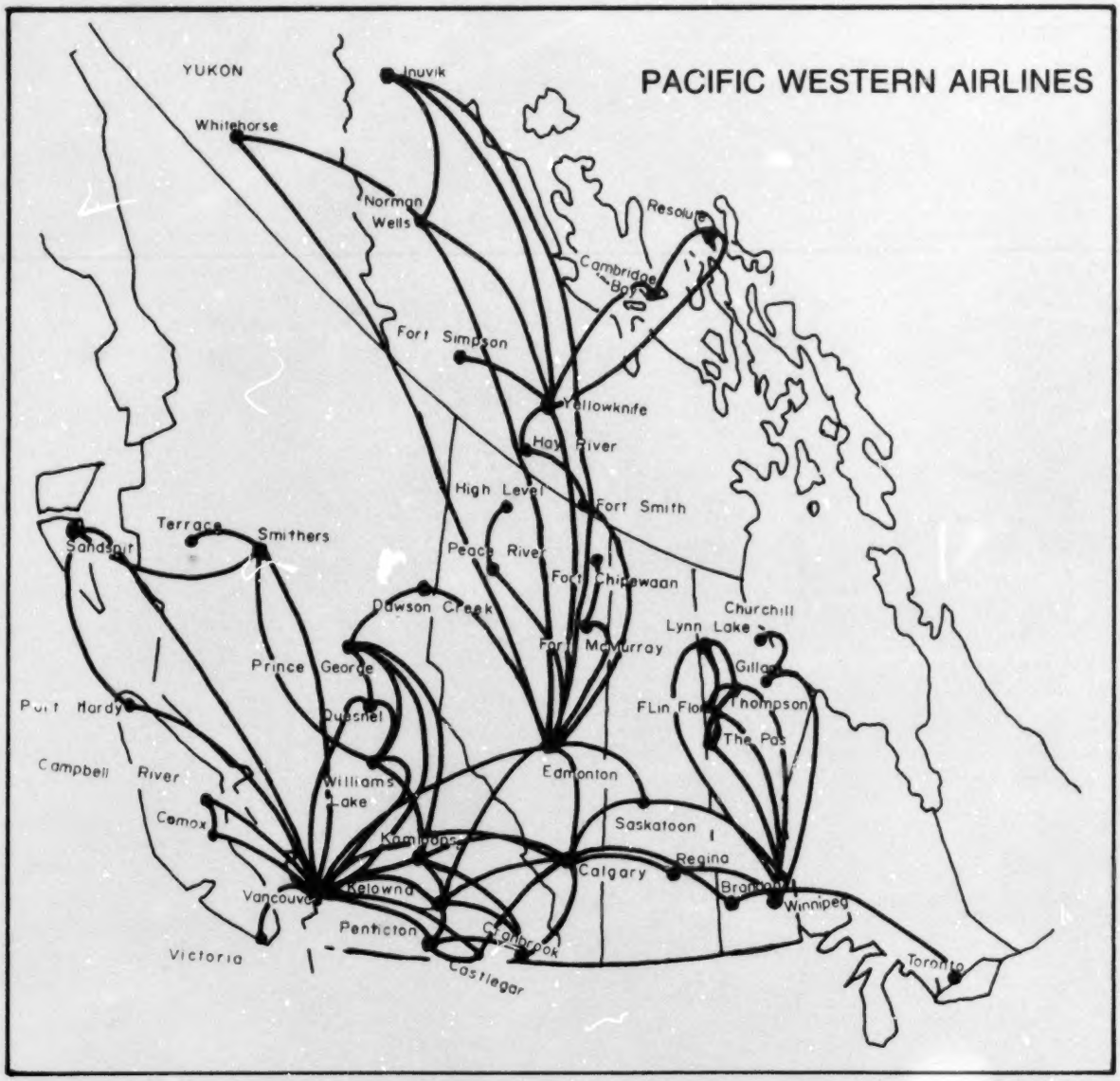
E. Using the information from Chart I, answer the following questions:

1. You leave Victoria at 0710 on Monday, what time do you arrive in Toronto? (Remember you are to travel via Inuvik.)
2. How many times will you change flights?
3. What leg will be your longest non-stop flight?
4. How long will you be in the air on that longest leg?
5. Assuming your plane has an average cruising speed of 900 kph, what is the distance between those two points?
6. Assuming you eat four times a day (breakfast, lunch, dinner, evening snack), how many meals will you consume on your entire journey?
7. Where will you have your longest stopover? How long will it be?
8. In which town(s) will you have to find overnight accommodations?

F. Using a map of Canada answer the following questions:

1. What is the latitude of the southernmost stop on your journey? the northernmost?
2. One degree of latitude covers a distance of 113 km. How far will you travel in a north-south direction in the Victoria – Inuvik – Toronto flight?
3. How far east of Victoria is Toronto? (You may approximate from a map scale or use a distance chart on a travel map.)
4. What is the longitude of the easternmost point of your journey? the westernmost?

Aerial view of Terminal 2 at the Pearson International Airport; Toronto, Ontario
Courtesy of NFB Phototheque



EXPLANATION OF ABBREVIATIONS

⊗ Meals

☎ Telephone Number

DAYS OF OPERATION

1 MONDAY
2 TUESDAY
3 WEDNESDAY
4 THURSDAY
5 FRIDAY
6 SATURDAY
7 SUNDAY

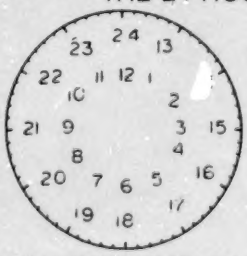
MEAL SERVICES

B BREAKFAST
L LUNCH
D DINNER
S SNACK

AIRLINES

AC Air Canada
CP CP Air
ND Nordair
PW Pacific Western

ALL FLIGHTS ARE SHOWN IN THE 24 HOUR CLOCK



0700	7:00 a.m.
1200	12:00 noon
1900	7:00 p.m.
2015	8:15 p.m.

ALL TIMES SHOWN ARE LOCAL TIMES

Figure 7

FROM - Leave	TO Arrive	⊗	Flight	Stops	Days of Operation

BRANDON Reservations ☎ 1-800-582-7303
Arrivals/Departures ☎ 727-5829
Air Cargo ☎ 727-8991

TO CALGARY					
1815	1853	D	101	0	1 2 3 4 5 - -
2100	2138		103	0	- - - - - - 7
TO CRANBROOK/KIMBERLEY					
Via Calgary					
1815	2007	D	101/113	1	1 2 3 4 5 - -
TO EDMONTON MUNICIPAL					
Via Calgary					
1815	2010	D	101/689	1	1 2 3 4 5 - -
2100	2255		103/302	1	- - - - - - 7
TO KAMLOOPS					
1815	2010	D	101	2	1 2 3 4 5 - -
TO KELOWNA/VERNON					
1815	1919	D	101	1	1 2 3 4 5 - -
2100	2159		103	1	- - - - - - 7
TO PENTICTON					
Via Calgary					
1815	2006	D	101/113	2	1 2 3 4 5 - -
TO TORONTO					
1430	1755	S	100	0	1 2 3 4 5 - 7
TO VANCOUVER					
1815	2112	D	101	3	1 2 3 4 5 - -
2100	2308		103	2	- - - - - - 7

CALGARY Reservations ☎ 265-0790
Arrivals/Departures ☎ 265-2944
Air Cargo ☎ 276-0525

TO BRANDON					
1140	1410	L	100	0	1 2 3 4 5 - 7
TO CAMBRIDGE BAY					
Via Edmonton					
0600	1145	B	571/583	2	- 2 - - - -
0600	1443	BS	571/581/582	3	- - - - - 6 -
TO CAMPBELL RIVER					
1600	1719	S	687	1	1 2 3 4 5 - 7
TO CASTLEGAR/TRAIL/NELSON					
1200	1148	S	175	0	- - - - - - 7
1245	1233	S	175	0	1 - 3 - 5 - -
TO COMOX/COURTENAY					
1600	1756	S	687	2	1 2 3 4 5 - 7
TO CRANBROOK/KIMBERLEY					
0710	0747		111	0	1 2 3 4 5 6 -
1505	1542		301	0	1 2 3 4 5 - 7
1930	2007		113	0	1 2 3 4 5 - 7
TO DAWSON CREEK					
1055	1304	S	119	1	1 2 3 4 5 6 7
TO EDMONTON INTERNATIONAL					
0600	0638		571	0	1 2 3 4 5 6 -
1055	1133		119	0	1 2 3 4 5 6 7
TO EDMONTON MUNICIPAL					
0645	0725		541	0	1 2 3 4 5 6 -
0730	0810		501	0	1 2 3 4 5 - -
0800	0840		503	0	1 2 3 4 5 - -
0830	0910		505	0	1 2 3 4 5 - -
1030	1110		106	0	1 2 3 4 5 - 7
1215	1255		683	0	1 2 3 4 5 6 -
1345	1425		507	0	1 2 3 4 5 6 -
1415	1455		194	0	- - - - - - 7
1500	1540		194	0	1 2 3 4 5 - -
1545	1625		593	0	1 2 3 4 5 6 7
1615	1655		509	0	1 2 3 4 5 - -
1700	1740		511	0	1 2 3 4 5 - -
1815	1855		545	0	1 2 3 4 5 - 7
1845	1925		513	0	1 2 3 4 5 - -
1930	2010		689	0	1 2 3 4 5 - 7
2215	2255		302	0	1 2 3 4 5 - 7
2245	2325		192	0	1 2 3 4 5 6 7

NOTE
Services are reduced on STATUTORY HOLIDAYS.
Please contact our nearest office for details.

DAWSON CREEK (CONTINUED)

TO VANCOUVER					
1325	1517		119	2	1 2 3 4 5 6 7
2045	2146		126	1	1 2 3 4 5 - 7
TO VICTORIA					
Via Vancouver					
1325	1733		119/301	3	1 2 3 4 5 6 7
2045	2340		126/CP023	2	1 2 3 4 5 - 7
TO WHITEHORSE					
Via Edmonton					
1630	1933	D	120/481	1	1 - - - 5 - -
TO WINNIPEG					
Via Edmonton					
1630	2259		120/110	1	1 2 3 4 5 - 7

EDMONTON INTERNATIONAL AIRPORT
Also see Edmonton Municipal Airport Listings.
NOTE: All departures are passenger vehicle departures.
Reservations ☎ 421-1808
Arrivals/Departures ☎ 451-4335
Air Cargo ☎ 955-8222

TO CALGARY					
1430	1555		688	1	1 2 3 4 5 - -
1650	1738		572	0	- - - - - 6 -
1750	1838		120	0	- - - - - 6 7
1750	1910		113	1	1 2 3 4 5 - -
2220	2308		562	0	- - - - - - 7
TO CAMBRIDGE BAY					
0750	1145	B	583	1	- 2 - - - -
0750	1443	BS	581/582	2	- - - - - 6 -
TO CRANBROOK/KIMBERLEY					
1750	2007		113	1	1 2 3 4 5 - -
Via Calgary					
1750	2007		120/113	1	- - - - - - 7
TO DAWSON CREEK					
1155	1304	S	119	0	1 2 3 4 5 6 7
TO FORT SIMPSON					
0715	1148	B	571	3	- - - - - 6 -
TO FORT SMITH					
0715	0842	B	571	0	1 2 3 4 5 6 -
TO HAY RIVER					
0715	0939	B	571	1	1 2 3 4 5 6 -
TO INUVIK					
0705	1112	B	561	1	- - - - - 6 -
0705	1157	BS	561	2	1 2 3 4 5 - -
1130	1522	L	563	1	- - - - 5 - -
1215	1707	LS	561	2	- - - - - - 7
1650	1950	D	563	0	- 2 - - - -
1836	2135	D	563	0	- - - 4 - - -
TO KAMLOOPS					
1155	1413	S	119	2	1 2 3 4 5 6 7
Via Calgary					
1750	2010		120/101	2	- - - - - 6 7
TO KELOWNA/VERNON					
2125	2137		115	0	- - - - 5 - 7
Via Calgary					
1750	1919		120/101	1	- - - - - 6 7
TO NORMAN WELLS					
0705	1040	B	561	1	1 2 3 4 5 - -
1130	1403	L	563	0	- - - - 5 - -
1215	1550	L	561	1	- - - - - - 7

EDMONTON INT'L (CONTINUED)
Also see Edmonton Municipal Airport Listings.
NOTE: All departures are passenger vehicle departures.

TO PENTICTON					
1750	2008		113	3	1 2 3 4 5 - -
Via Calgary					
1750	2008		120/113	2	- - - - - - 7
TO PRINCE GEORGE					
1155	1302	S	119	1	1 2 3 4 5 6 7
TO REGINA/MOOSE JAW					
Via Calgary					
1430	2023	S	688/690	2	1 2 3 4 5 - -
1650	2023	S	572/690	1	- - - - - 6 -
TO RESOLUTE					
0750	1350	BS	581	1	- - 3 - - 6 -
TO SASKATOON					
1430	1829		688	2	1 2 3 4 5 - -
1925	2126		110	0	1 2 3 4 5 - 7
TO VANCOUVER					
1750	2106		113	4	1 2 3 4 5 - -
2106	2145		177	0	- - - - 5 - 7
Via Calgary					
1750	2112		120/101	3	- - - - - 6 7
TO VICTORIA					
Via Vancouver					
1750	2340		113/CP023	5	1 2 3 4 5 - -
TO WHITEHORSE					
1750	1933	D	481	0	1 - - - 5 - -
TO WINNIPEG					
1925	2259		110	1	1 2 3 4 5 - 7
TO YELLOWKNIFE					
0705	0858	B	581	0	1 2 3 4 5 6 -
0715	1029	B	571	2	1 2 3 4 5 6 -
0750	0943	B	581	0	- - 3 - - 6 -
0750	0943	B	583	0	- 2 - - - - -
1215	1408	L	581	0	- - - - - - 7

EDMONTON MUNICIPAL AIRPORT
Also see Edmonton International Airport Listings.
Reservations ☎ 421-1808
Arrivals/Departures ☎ 451-4335
Air Cargo ☎ 454-8511

TO BRANDON					
Via Calgary					
1015	1410	L	197/100	1	1 2 3 4 5 - 7
TO CALGARY					
0700	0740		504	0	1 2 3 4 5 - -
0730	0810		500	0	1 2 3 4 5 - -
0800	0840		105	0	1 2 3 4 5 - -
0800	0840		681	0	- - - - - - 7
0830	0910		682	0	1 2 3 4 5 6 -
0930	1010		502	0	1 2 3 4 5 - -
1015	1055		197	0	1 2 3 4 5 6 7
1145	1225		175	0	1 2 3 4 5 - -
1245	1325		506	0	1 2 3 4 5 - -
1400	1440		301	0	1 2 3 4 5 6 7
1445	1525		508	0	1 2 3 4 5 - -
1515	1555		688	0	1 2 3 4 5 - 7
1600	1640		510	0	1 2 3 4 5 6 -
1715	1755		512	0	1 2 3 4 5 - -
1800	1840		518	0	1 2 3 4 5 6 7
1830	1910		113	0	1 2 3 4 5 - -
1945	2025		516	0	1 2 3 4 5 - -
2100	2140		594	0	1 2 3 4 5 - -
2130	2210		546	0	1 2 3 4 5 - 7

NOTE:
Services are reduced on STATUTORY HOLIDAYS.
Please contact our nearest office for details.

Figure 8

INUVIK (CONTINUED)

FROM Leave	TO Arrive	⊗	Flight	Stops	Days of Operation
TO EDMONTON INTERNATIONAL					
1155	1529	L	562	1	· · · · · 6 ·
1235	1649	LS	562	2	1 2 3 4 5 · ·
1610	1930	D	564	1	· · · · 5 · ·
1745	2159	D	562	2	· · · · · · 7
2030	2307	S	564	0	· 2 · · · · ·
2215	0052	S	564	0	· · · 4 · · ·
TO NORMAN WELLS					
1235	1324		562	0	1 2 3 4 5 · ·
1610	1659		564	0	· · · · 5 · ·
1745	1834		562	0	· · · · · · 7
TO SASKATOON					
Via Edmonton					
1235	2126	LS	562/110	3	1 2 3 4 5 · ·
TO WINNIPEG					
Via Edmonton					
1235	2259	LS	562/110	4	1 2 3 4 5 · ·
TO YELLOWKNIFE					
1155	1332	L	562	0	· · · · · 6 ·
1235	1450	L	562	1	1 2 3 4 5 · ·
1745	2000	D	562	1	· · · · · · 7

KAMLOOPS

Reservations ☎ 376-5721
Arrivals/Departures ☎ 376-3341
Air Cargo ☎ 376-7277

FROM Leave	TO Arrive	⊗	Flight	Stops	Days of Operation
TO BRANDON					
Via Calgary					
0830	1410	L	300/100	2	1 2 3 4 5 · ·
TO CALGARY					
0830	1108		300	1	1 2 3 4 5 · ·
1950	2222		102	1	1 2 3 4 5 6 7
Via Kelowna					
1140	1513		402/118	2	1 2 3 4 5 · 7
TO CASTLEGAR/TRAIL/NELSON					
Via Penticton					
1140	1458		402/170	2	1 2 3 4 5 · 7
TO CRANBROOK/KIMBERLEY					
0830	1013		300	0	1 2 3 4 5 · ·
Via Kelowna					
1140	1418		402/118	1	1 2 3 4 5 · 7
TO DAWSON CREEK					
1325	1612		120	1	1 2 3 4 5 6 7
TO EDMONTON INTERNATIONAL					
1325	1722		120	2	1 2 3 4 5 6 7
TO EDMONTON MUNICIPAL					
1950	2325		102	2	1 2 3 4 5 6 7
Via Calgary					
0830	1255		300/683	2	1 2 3 4 5 · ·
TO KELOWNA/VERNON					
1140	1210		402	0	1 2 3 4 5 · 7
1950	2015		102	0	1 2 3 4 5 6 7
TO PENTICTON					
1140	1240		402	1	1 2 3 4 5 · 7
TO PRINCE GEORGE					
1325	1413		120	0	1 2 3 4 5 6 7
1730	1910		403	1	· 1 · 3 · 5 · ·
1730	1925		403	2	· 2 · 4 · · 7
TO QUESNEL					
1730	1850		403	1	· 2 · 4 · · 7
TO REGINA/MOOSE JAW					
0830	1353	S	300	2	1 2 3 4 5 · ·

TRAIL See Castlegar

Reservations ☎ ZE-6314
Arrivals/Departures ☎ ZE-2740

VANCOUVER

Reservations ☎ 684-6161
Arrivals/Departures ☎ 669-2412
Air Cargo ☎ 273-4856

FROM Leave	TO Arrive	⊗	Flight	Stops	Days of Operation
TO BRANDON					
0810	1410	L	100	2	1 2 3 4 5 · 7
TO CALGARY					
0730	1108		300	2	1 2 3 4 5 6 ·
0755	**1009**	**B**	**108**	0	1 2 3 4 5 · ·
0810	1102		100	1	1 2 3 4 5 6 7
1135	1427	S	118	1	· · · · · 6 ·
1135	1513		118	2	1 2 3 4 5 · 7
1530	**1744**	**S**	**690**	0	1 2 3 4 5 6 7
1810	2143		302	2	1 2 3 4 5 · 7
1850	2222		102	2	1 2 3 4 5 6 7
2140	0032		104	1	· · · · · · 7
TO CAMPBELL RIVER					
0715	0749		421	0	1 2 · 4 · 6 ·
1645	1719		687	0	1 2 3 4 5 · 7
TO CASTLEGAR/TRAIL/NELSON					
0930	1020		190	0	1 · 3 · 5 6 ·
1330	1458		170	1	1 2 3 4 5 · 7
TO COMOX/COURTENAY					
0715	0826		421	1	1 2 · 4 · 6 ·
1645	1756		687	1	1 2 3 4 5 · 7
TO CRANBROOK/KIMBERLEY					
0730	1013		300	1	1 2 3 4 5 6 ·
1135	1418		118	1	1 2 3 4 5 · 7
1810	2047		302	1	1 2 3 4 5 · 7
TO DAWSON CREEK					
1225	1612		120	2	1 2 3 4 5 6 7
1725	2022	S	125	1	1 2 3 4 5 · 7
TO EDMONTON INTERNATIONAL					
1645	**1907**	**S**	**110**	0	1 2 3 4 5 · 7
2130	**2352**		**176**	0	· · · · 5 · 7
TO EDMONTON MUNICIPAL					
0755	1110	B	106	1	1 2 3 4 5 · ·
1810	2255		302	3	1 2 3 4 5 · 7
1850	2325		102	3	1 2 3 4 5 6 7
Via Calgary					
0810	1255		100/683	2	1 2 3 4 5 6 ·
0810	1455		100/194	2	· · · · · · 7
1135	1625		118/593	3	1 2 3 · 5 6 7
1530	1855	S	690/545	1	1 2 3 4 5 · 7
TO FORT McMURRAY					
Via Calgary					
1530	2002	S	690/545	2	1 2 3 4 5 · 7
TO KAMLOOPS					
0730	0809		300	0	1 2 3 4 5 · ·
0730	0809		180	0	· · · · · 5 ·
1225	1304		120	0	1 2 3 4 5 6 7
1850	1929		102	0	1 2 3 4 5 6 7
TO KELOWNA/VERNON					
0700	0816		160	1	1 2 3 4 5 · ·
0810	0853		100	0	1 2 3 4 5 6 7
1135	1218		118	0	1 2 3 4 5 6 7
1600	1643		164	0	1 2 3 4 5 · 7
1600	1716		164	1	· · · · · 6 ·
1850	2015		102	1	1 2 3 4 5 6 7
2140	2223		104	0	· · · · · · 7

VICTORIA (CONTINUED)

FROM Leave	TO Arrive	⊗	Flight	Stops	Days of Operation
TO SEATTLE/TACOMA					
1320	1350		197	0	1 2 3 4 5 6 7
TO SMITHERS					
Via Vancouver					
0710	1120		108/417	1	1 2 3 4 5 · ·
TO TERRACE					
Via Vancouver					
0710	1210		108/417	2	1 2 3 4 5 · ·
TO TORONTO					
Via Calgary					
0710	1755	BL	108/100	3	1 2 3 4 5 · ·
TO VANCOUVER					
0635	0700		CP020	0	1 2 3 4 5 6 ·
0710	**0732**		**106**	0	1 2 3 4 5 · ·
0730	0755		AC150	0	1 2 3 4 5 6 7
1040	**1102**		**118**	0	1 2 3 4 5 6 7
1200	1225		CP022	0	1 2 3 4 5 6 7
1550	**1612**		**110**	0	1 2 3 4 5 6 7
1755	**1817**		**102**	0	1 2 3 4 5 6 7
2050	2114		AC276	0	1 2 3 4 5 6 7
TO WILLIAMS LAKE					
Via Vancouver					
1550	1952	S	110/431	2	1 2 3 4 5 · 7
TO WINNIPEG					
1550	2259	S	110	3	1 2 3 4 5 · 7
Via Calgary					
0710	1511	BS	108/300	3	1 2 3 4 5 · ·

WHITEHORSE

☎ 668-5121

FROM Leave	TO Arrive	⊗	Flight	Stops	Days of Operation
TO EDMONTON INTERNATIONAL					
2000	**2308**	D	**462**	0	1 · · · 5 · ·
TO TORONTO					
Via Edmonton					
2000	0705	D	462/AC158	1	1 · · · 5 · ·

WILLIAMS LAKE

☎ 989-4331

FROM Leave	TO Arrive	⊗	Flight	Stops	Days of Operation
TC CALGARY					
Via Kelowna					
1040	1513		402/118	3	1 2 3 4 5 · 7
TO CASTLEGAR/TRAIL/NELSON					
Via Penticton					
1040	1458		402/170	3	1 2 3 4 5 · 7
TO CRANBROOK/KIMBERLEY					
Via Kelowna					
1040	1418		402/118	2	1 2 3 4 5 · 7
TO KAMLOOPS					
1040	1125		402	0	1 2 3 4 5 · 7
TO KELOWNA/VERNON					
1040	1210		402	1	1 2 3 4 5 · 7
TO PENTICTON					
1040	1240		402	2	1 2 3 4 5 · 7
TO PRINCE GEORGE					
1825	1910		403	0	1 · 3 · 5 · ·
1825	1925		403	1	· 2 · 4 · · 7
TO QUESNEL					
1825	1850		403	0	· 2 · 4 · · 7
TO VANCOUVER					
2010	2054		432	0	1 2 3 4 5 · 7
TO VICTORIA					
Via Vancouver					
2010	2340		432/CP023	1	1 2 3 4 5 · 7

4 TRANSPORTATION AND YOUR HOME TOWN

Now that you are somewhat familiar with the transportation systems in Canada and have schedule-reading skills, let us turn to an investigation of the various modes available to you to leave your own town and link up with these systems. Chart II will assist your doing this:

CHART II Transportation And Your Home Town

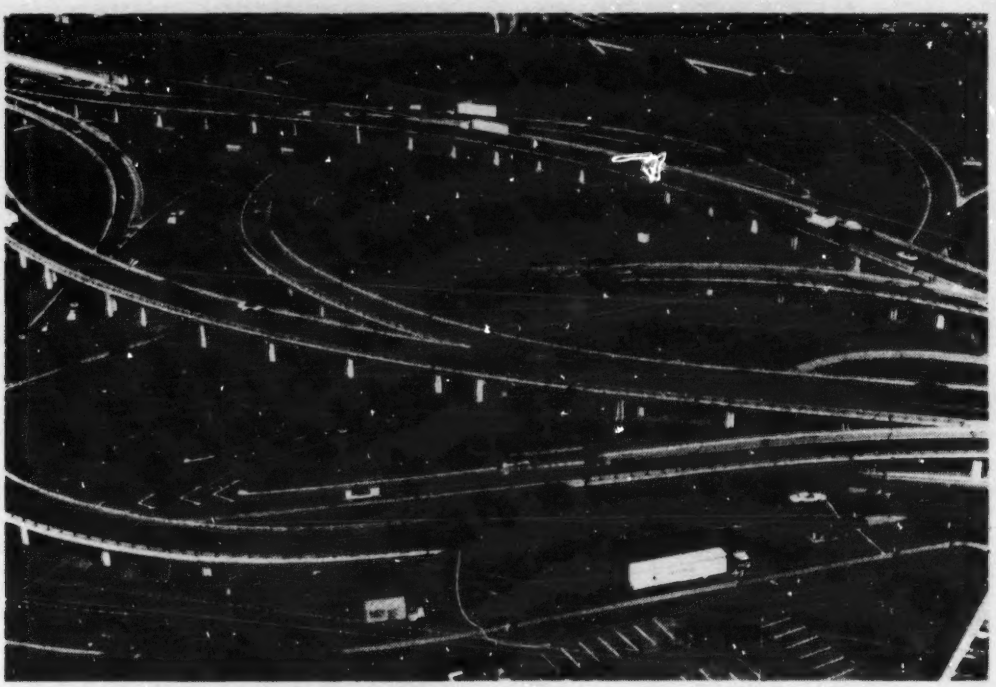
Questions	Rail	Road	Air	Water
Which modes of transportation exist within 50 km of your home town?				
How far away is the terminal or link-up from your school?				
What is the distance from the terminal or link-up to a major Canadian transportation system? (eg. Air Canada, VIA Rail, Trans Canada Highway or equivalents)				

In addition to Chart II, there may be other transportation concerns in your area: Do seasonal conditions affect the different modes of travel? Are there inconveniences to using any modes, in your observation?

Travel, no matter how far or by whatever means, costs money. Chart III will assist you in computing costs as they relate to travelling out of your home town. (If you do not know the exact costs involved, use the following close approximations to estimate the cost of reaching the nearest major transportation system: Air — $0.20 per km, Bus and Train — $0.05 per km, Ferry — $0.10 per passenger km or $0.24 per vehicle km, Car — $0.20 per km.)

CHART III Transportation And Your Home Town

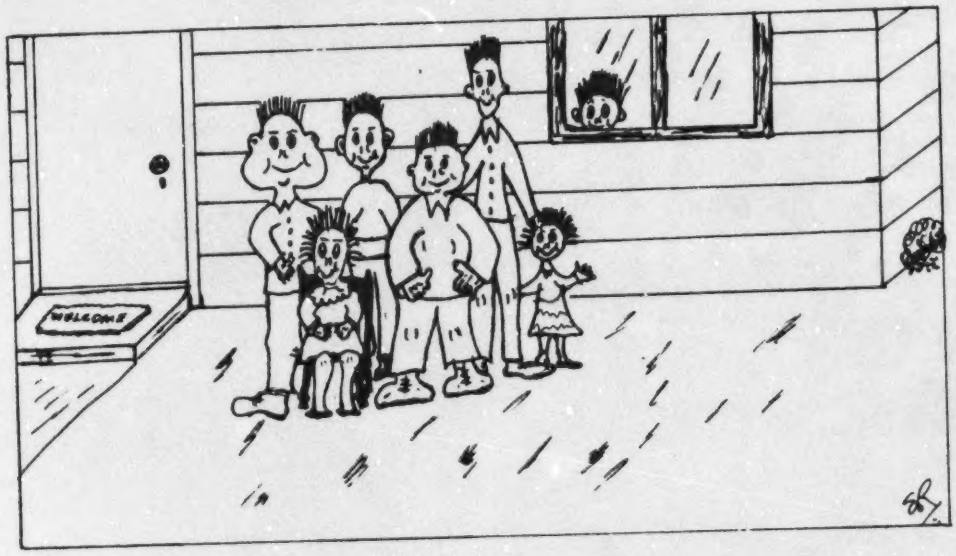
	Distance to the nearest major trans. system	Time travelling hours	min	Cost of transportation	Other costs	Total travel costs
Highway						
Railway						
Airport						
Ferry terminal						



Aerial view of the Decarie Metropolitan Blvd. Interchange in Ville St. Laurent, Quebec

Courtesy of NFB Phototheque

5 THE FAMILY REUNION



You are now ready to begin your key task. You are to assume that your family is holding a family reunion. It is to take place July 1 in your home town. Family members will be coming from several parts of Canada. But you are not going to wait around for the relatives to show up. You, and your group, are to become one of the relatives. (Your teacher will assign you to a group and name the community you are to adopt.)

Your group's first job is to choose a name for "Aunt" or "Uncle" and familiarize yourselves with your adopted community. Your community profile will enable you to do this.

Now that "Uncle's" community is familiar to you it is time to plan "his" trip to your home town. To do this you must use the knowledge you have gained about Canada's major transportation systems combined with your familiarity with transportation in both your home town and your adopted community.

How is Uncle going to travel to the family reunion? He must get there on time, that is by July 1, and, of course, he is not going to want to spend all his vacation (one month) or all of his money. Eventually you will present your travel plans to the class. Remember, they know a lot about transportation in Canada and will be keen to know how Uncle travelled and why he made certain decisions.

First, consider the options. Can the trip be taken by private car? If so, what will be the route? the distance? the cost? and the inconveniences (if any) of this mode of travel? Can the trip be made by rail? or bus? or airplane? And, if so, what are the answers to the same questions then? Now, based on this investigation, what route will you choose? Once you have made your decisions, complete Charts IV and V on the blanks provided.

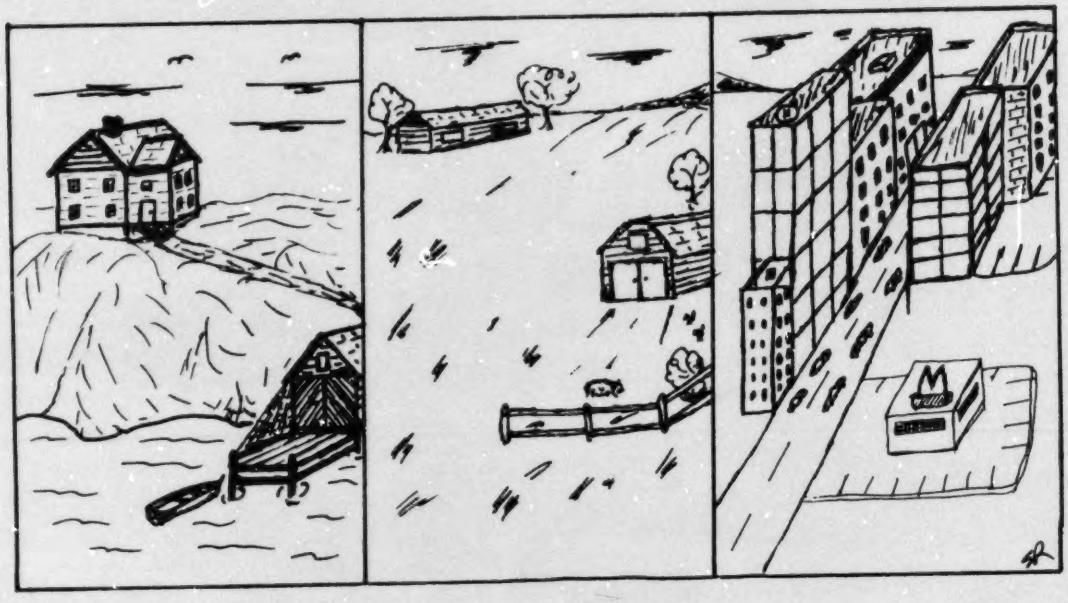
CHART IV Trip Organizer

Date	Mode of trans.	Departed	Arrived	Travel time hrs	Travel time min	Distance travelled	Transport Costs		Incidental Costs		Total Costs	
Sept. 2	Taxi	House	Bus Station		15	12 km	7	00			7	00
2	Bus	Corner Brook	Port aux Bas.	3	00	296 km	15	00	6	00	21	00
2-3	Ferry	Port aux Bas.	North Sydney	8	00	90 km	9	00	16	50	25	50
3-4	Train	North Sydney	Toronto	34	00	2058 km	102	90	31	85	134	75
4	Taxi	Toronto	House		20	8 km	12	00			12	00
Total				45	35	2464 km	$145	90	$54	35	$200	25

CHART V Incidental Expense Ledger

Date	Hotel or Lodging	Cost	Meals	Cost	Miscellaneous	Cost	Total Costs
Sept. 2			Lunch	$ 6.00			$6.00
2-3	Cabin	$12.00	Snack	4.50			16.50
3-4			4 Meals	29.60	Magazine	$2.25	31.85
Total Costs		$12.00		$40.10		$2.25	$54.35

6 COMMUNITY COMPARISONS



Canada is a vast country. This vastness allows for many different lifestyles and varying ways of working, playing, thinking, even differences in what we value most about living in Canada. Yet, no matter where we live, much in our Canadian experience is similar. Your group is in a very good position to investigate some similarities and differences of lifestyle in Canada. You all know much about your own community and by now much is known about your adopted community. Let us explore this knowledge and see what it might reveal. Do this by completing the appropriate columns in Chart VI:

CHART VI Community Comparisons

Questions		Terrace	Hay River	Weyburn	Port Hope	Saint-Lambert	Joe Batt's Arm	Your Home town
1. Position	Latitude							
	Longitude							
2. Average temp. in January								
3. Average temp. in July								
4. Average winter snowfall								
5. Length of growing season								

Other information about our Canadian environment and lifestyle cannot be presented so concisely that it lends itself to chart form. The following questions are to be answered for your adopted community and your home town.

A. What are the major features of the physical environment?

B. To what extent do the following services exist: water and sewer, health, communications (including TV), education?

C. What different recreational and entertainment facilities does the town provide?

D. What types of housing exist in the town? How are the dwellings heated? cooled? How expensive an item is housing?

E. How do people travel in and around the town? (Note especially any aspects that you feel might be different from many parts of Canada.)

F. Are there many other communities within a 50 km radius of the town? If so, are these communities easy to reach at any time?

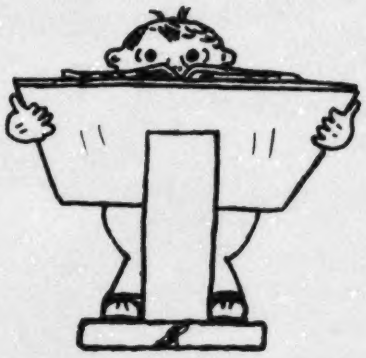
Your group work ends with a presentation to the class. We suggest the following format:

— Using a wall map, point out to the class where your adopted town is located.

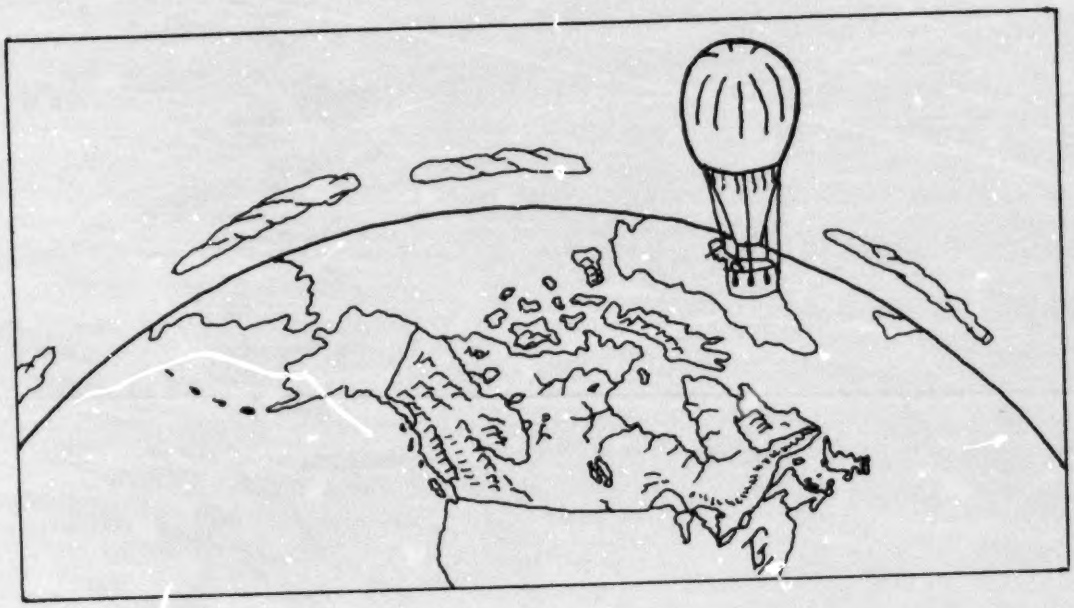
— Introduce your adopted community to the class and provide "hand-outs" of a completed portion of Chart VI and summary of the information about the environment and lifestyle (questions A to F).

— Provide "hand-outs" or an overhead of the route "Uncle" will be following and a trip organizer and incidental expense ledger for "his" excursion. Make your audience aware of your decisions at each stage and be prepared to answer their questions.

While you are listening to the other presentations you are to complete Chart VI (and of course, be alert to their information on the lifestyle in the various Canadian communities).



7 CANADA, THE TRUE NORTH



The Canadian environment offers plenty of diversity. At the same time many aspects of Canadian lifestyles are similar no matter where they live. In our study of Canadian communities you viewed places stretching from the Atlantic Ocean west almost to the Pacific, and from south of the 49th Parallel to "north of 60". All these communities have their appeal to the people who live there, and their attractions for outsiders. What do you think? If you had the opportunity to return home with one of the relatives in town for the family reunion, which one would you most and least like to visit? Why? If there came an opportunity to live in one of the six communities, which one would you pick? Which one would you not pick? Why in each case?

We'll see you in . . .

8 TERRACE, BRITISH COLUMBIA — COMMUNITY PROFILE

Terrace, population approximately 20 000, is located in northwestern British Columbia. It is surrounded by the Coastal Range of mountains. Terrace lies in a north-south trending fjord valley extending from 5 to 25 km wide and 200 km long. This valley reaches the Douglas Channel at Kitimat. Benches along the valley walls, left behind when the ocean receded from this point in the valley, are located at between 180 and 210 m. From these benches, or "terraces", Terrace gets its name.

The average monthly temperatures in Terrace range from a high of 21.4°C in July to a low of −3°C in January. The average summer temperature is 20.3°C, while the average winter temperature is 6.3°C. The growing season is approximately 143 days. The yearly snowfall is 220 cm.

Forestry is the major industry in the Terrace area, employing about one-third of the labor force. Another one-third is employed by the government, and the final one-third makes up the secondary business work force. In the early 1980's, Terrace experienced high unemployment because of the hard times in the forestry products export industry and the overall decline in Canada's building industry.

Terrace has 12 churches. There are numerous organizations including Rotary, Kiwanis, Lions, etc. Terrace has 16 hotels and motels, 3 newspapers, 3 shopping malls, 18 educational institutions (1 senior high, 2 junior highs, 14 elementary schools, 1 college), 1 zone hospital, 2 medical clinics, and 1 public library serving Terrace and the area. Public transportation is provided through a bus service, which also serves the outlying community of Thornhill.

Transportation into Terrace is by VIA Rail, Greyhound Bus Lines, CP Air and Pacific Western Airlines. Access is also provided by Highway 16 (Yellowhead Route), Highway 25 to Kitimat and a connection to Highway 37 (Cassiar — Stewart). B.C. Tel/CN Telegraph provide communications with the outside world. The town has a radio/TV station with cable.

Terrace is served by hydro, natural gas and fuel oil. Municipal administration is typical of the small community, with both a school board and a city administration. The latter is headed by a mayor and six aldermen who are elected to serve a term of 2 years.

There is a wide range of sports and fitness activities available in summer as well as in winter. Terrace has 2 tennis courts, ball parks, a swimming pool/arena complex, fitness and hiking trails, and a health spa. There is a bowling alley, a curling rink, and a 9-hole golf course. A rifle range is available for the marksman.

Lakelse Lake, approximately 24 km south of Terrace, has beautiful beaches with a fully equipped government campsite. It is an ideal place for swimming and water skiing. Terrace also has sky diving, hang-gliding and a speedway. The mountains surrounding Terrace provide excellent terrain for snowmobiling, and the Kitsumkalum Ski Hill, approximately 15 km north of Terrace, provides skiing for both the novice and the expert. As well, there are 2 movie theatres and live theatre at certain times of the year. Terrace hosts the Pacific Northwest Music Festival every spring.

Surrounded by rivers, streams, and lakes, Terrace is a year round fisherman's paradise. The mountains and forests offer a great variety of game such as deer, moose, goat, and black and grizzly bears. The season opens in late summer and runs through to December.

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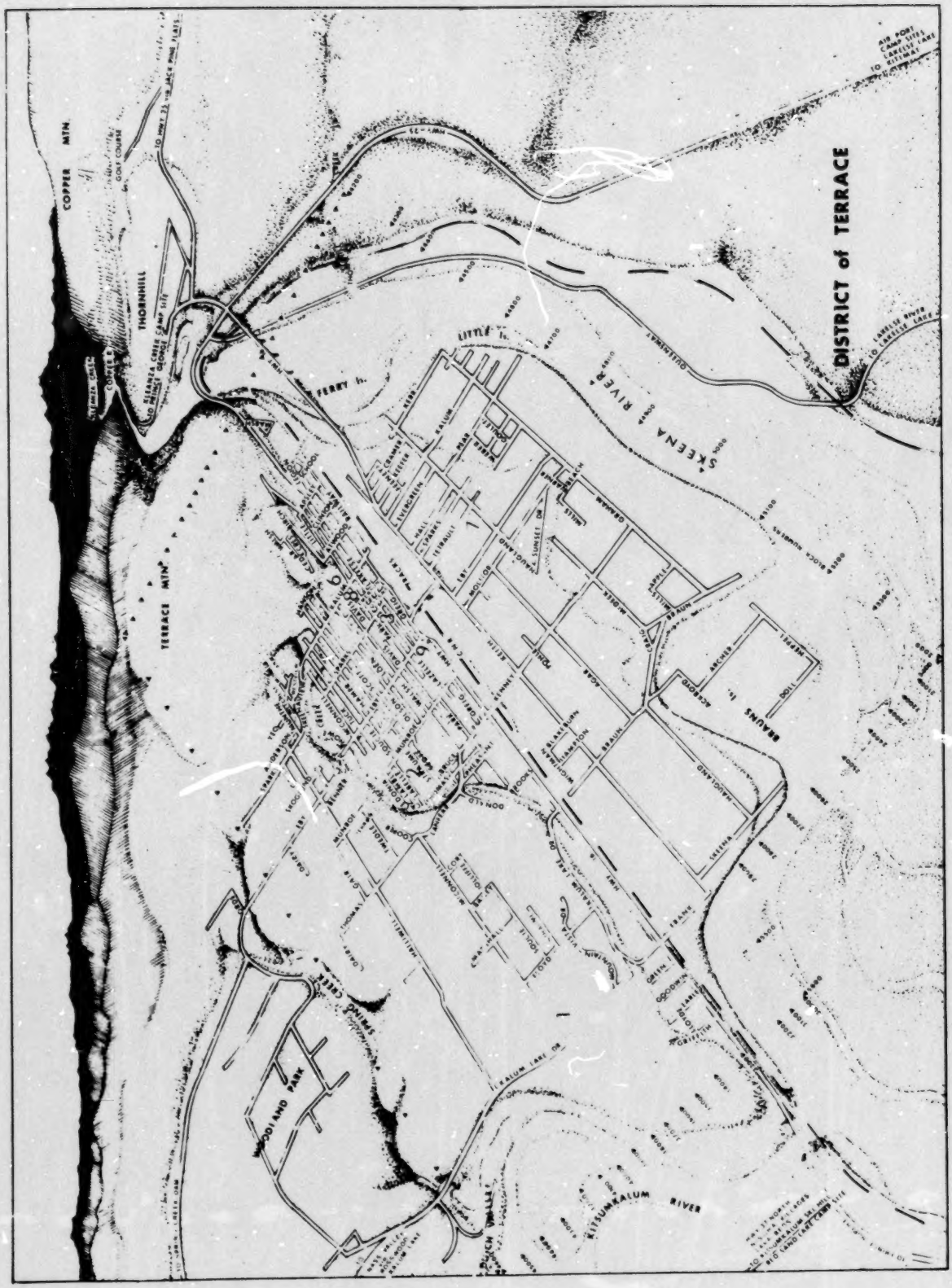


Figure 9

9 JOE BATT'S ARM, NEWFOUNDLAND — COMMUNITY PROFILE

Joe Batt's Arm is located on Fogo Island, which lies just off the northeast coast of Newfoundland. The geographic coordinates of the town are 49°43'N latitude and 54°10'W longitude.

In winter, Fogo Island is swept by chilling winds. The average January temperature is −6°C. Snowfall can be heavy at times, but because of the wind, little accumulates in many areas,while other areas will be covered by deep drifts. Yearly snowfall is about 300 cm.

Summer temperatures are not high, except for a few weeks in mid-summer. The average July temperature is 14°C. There is not much farming done, mainly because of the lack of good soil, even though there is a 120-day growing season. Some family gardening is carried on.

The land around Joe Batt's Arm is barren, with bare rock exposed everywhere. There is a rugged beauty to the landscape. There are few trees on Fogo Island except around the southern end, probably as a result of fire long ago.

Most people depend on the fishery for their livelihood. This is carried on mainly by long liners, which have largely replaced the trap-skiffs. These boats are modern and well equipped. Most of the fish is sold to the fishermen's cooperative which does some processing, and employs many men and women in the fish plant at peak season. The cooperative, as well, sells supplies to the fishermen and constructs long liners.

There are no town services such as water and sewers, so the people have installed these themselves, using wells and septic tanks. The town does provide a regular garbage collection service. The nearest health service is a small hospital located 22 km away at Fogo.

Joe Batt's Arm is linked to the outside world by a telephone service and receives signals from 2 TV stations, and several radio stations.

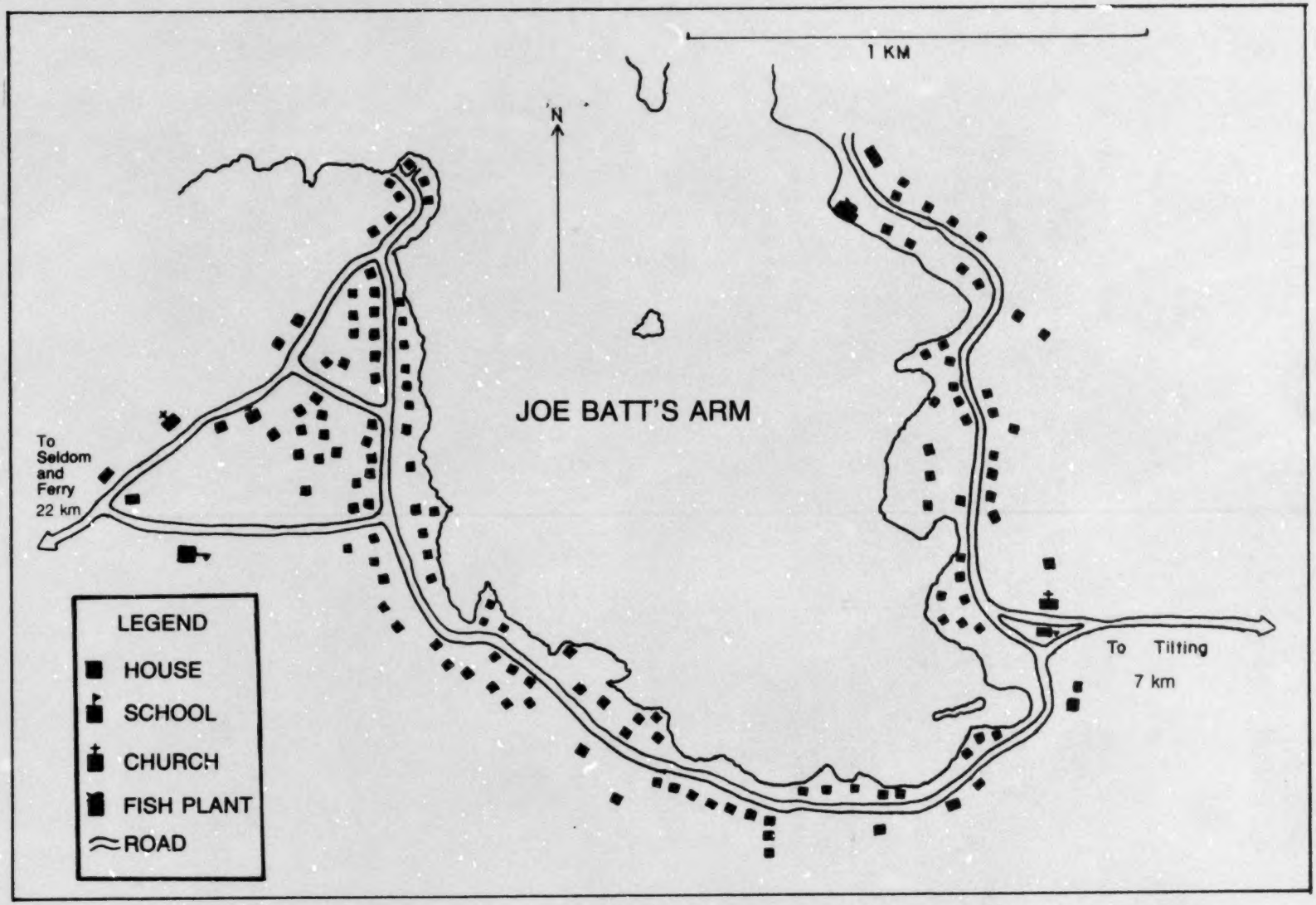
To take care of the children's education, there are 2 primary and elementary schools. High school students travel 11 km by bus to a large school in the centre of the island which serves all the communities.

The houses are mostly single family dwellings, built along the shoreline. Most are heated by oil furnaces or electricity, although some wood is used. Housing costs are lower than in bigger centres, since most people build their own homes.

The main means of travel is by private transportation, although there are bus services from one town to another. Roads provide for good driving, since most are paved, and are kept open throughout the winter by the Department of Highways. The island is linked to the mainland by a regular ferry service between Seldom Come Bye and Farewell, which operates several times daily, both summer and winter. Spring ice conditions sometimes disrupt the service.

The people enjoy boating in the summer and snowmobiling in the winter. There are dances held at the motel as well as social gatherings sponsored by the churches and the Lions Club. There is a camping park on the island and a large sandy beach at Sandy Cove 6 km away.

Figure 10


1 KM
N
JOE BATT'S ARM
To
Seldom
and
Ferry
22 km
To Tilting
7 km
LEGEND
HOUSE
SCHOOL
CHURCH
FISH PLANT
ROAD

10 SAINT-LAMBERT, QUEBEC — COMMUNITY PROFILE

Saint-Lambert's origins go back to the virtual beginnings of European settlement in North America. It was part of what once was the Seigniory of Longueuil. Louis XIV, King of France signed the official act which founded the Seigniory in March 1668. The King honoured Charles Le Moyne as Sieur de Longueuil "for the good and commendable report, which has been given us of the good deeds which he has done in the country of Canada". In 1657 Charles Le Moyne, a native of Dieppe, France, had received a grant in his right as a simple settler. It appears that the region had served as a kind of stopover area often used by the Indians. It is even possible, according to accounts by Jacques Cartier, that there were cultivated fields at the precise place which was later to become the Seigniory of Longueuil. That was in the days when Canada was New France.

In more recent times Saint-Lambert became, in effect, part of the suburbs of Montreal. This springs from the completion in December 1859 of the Victoria bridge joining the south shore (of the St. Lawrence River) and Montreal. Being situated so close to Montreal is a dominant aspect of Saint-Lambert's existence. When the town of Saint-Lambert fused with Préville on May 3, 1969, it was incorporated as the city of Saint-Lambert.

Saint-Lambert has municipal elections every four years. There are 8 councillors, each representing an electoral ward, and the mayor. The city's electricity is supplied by Hydro-Québec and natural gas is supplied by Gaz Métropolitan. The water source is the St. Lawrence River. The water is filtered and treated, but water fluoridation was stopped in 1980. Rubbish is collected on Tuesday and Friday.

As of 1981 the population was 20 557. The breakdown according to mother tongue was: French 60.6%, English 34% and others 5.4%. The approximately 8 267 dwellings are of the following types: single-family units 39.1%, duplex and triplex 3.7%, apartment buildings 47%, commercial 10%, and industrial 0.2%. The city has numerous municipal installations including a museum, 2 libraries and 9 playgrounds. There are elementary schools, 1 high school, 1 regional college, 2 private schools, 3 catholic churches and 5 protestant churches.

Saint-Lambert has quite a list of recreation installations: 6 exterior wading pools, 3 exterior swimming pools, 1 indoor swimming pool, 5 exterior tennis courts, 1 arena, 1 municipal golf course, 1 cross country ski trail, 8 softball diamonds, 6 soccer fields, 1 football field, 8 exterior skating rinks, 3 field hockey fields, a 0.4 km grasstex track, a community garden, a lawn bowling field, a basketball court and 4 play areas.

Furthermore, Saint-Lambert is the site of the Country Club of Montreal (Golf) and the Preville Yacht Club (Marina). Some of the city's 275 commercial concerns similarly would offer sporting and recreational facilities. And, Montreal is just across the river.

Public transportation is provided by the Commission de transport de la Rive Sud de Montreal. Saint-Lambert has 2 shopping centres, 2 medical centres, a vaccination clinic and 2 children's daycare centres. The local media consists of: Courrier Mag Expansion, Courrier du Sud, Saint-Lambert Journal, CIEL-FM, CHRS, Videotron Cable Television and National Cablevision.

Centred in the St. Lawrence Lowlands region, Saint-Lambert contains all the geographical features of this region of Canada. However, the major feature of the landscape would be the urbanization that predominates in this part of Quebec. The area gets about 120 frost-free days, 300 cm of snowfall, and has mean temperatures of $-10°C$ and $20°C$ in January and July respectively..

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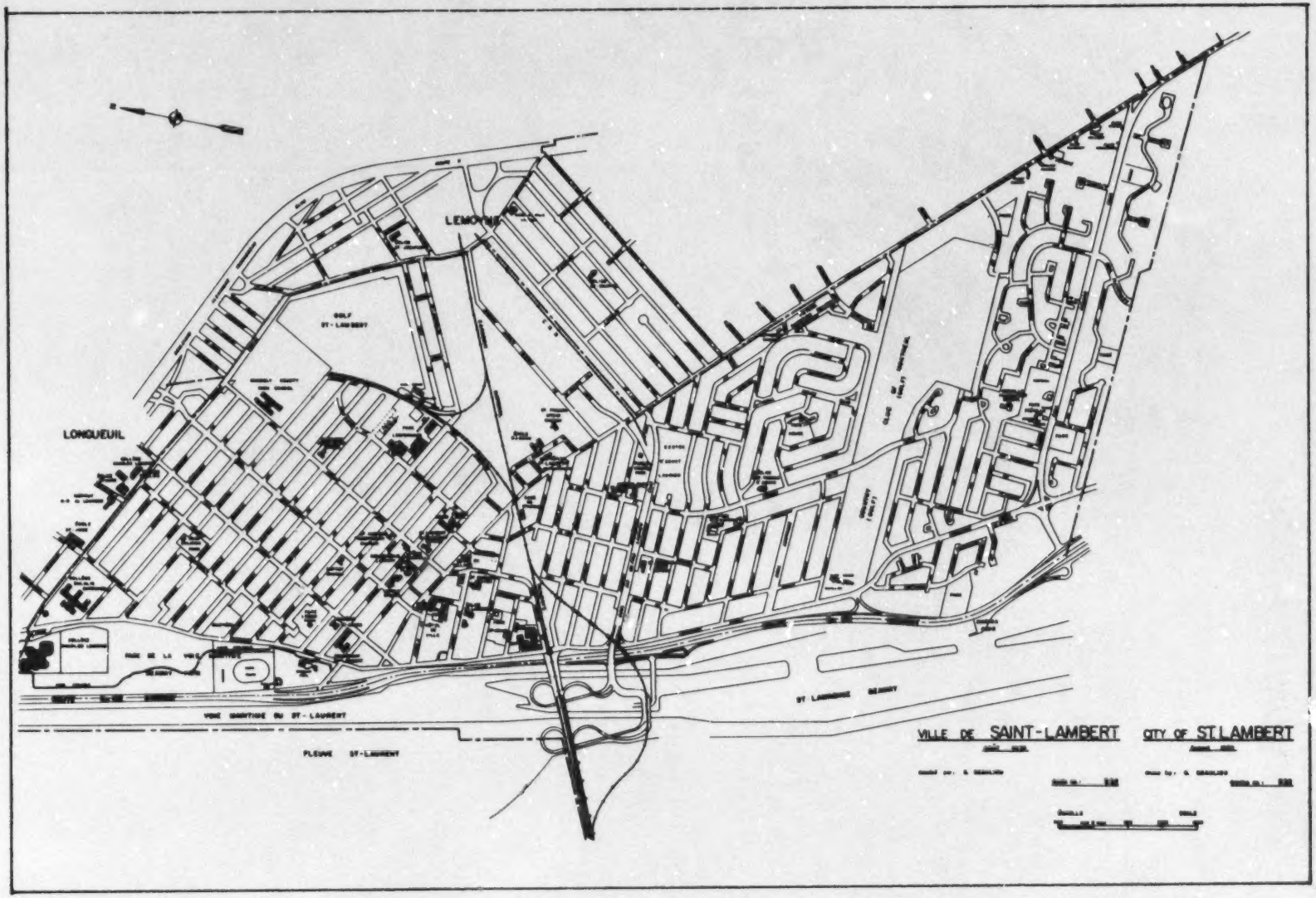
Figure 11



11 PORT HOPE, ONTARIO — COMMUNITY PROFILE

Port Hope is situated at the mouth of the Ganaraska River on Lake Ontario where once a settlement of Native People stood.

The first European settler to the area was a fur trader, Peter Smith, who in 1778 built a small cabin on the east bank of the river. The next construction of any consequence was a flour mill built by Elias Smith in 1798. At this time Port Hope went by the name of Smith's Creek.

The valley of the river was found to be rich in resources, and a thriving river economy soon developed. Within a couple of decades foundries, flour mills, breweries, shingle factories, lumber enterprises, and shipbuilding provided the new harbour with great volumes of goods. For a time the port bore the name of Toronto but in 1834 it was changed to Port Hope in honour of Colonel Henry Hope, former Lieutenant Governor of Quebec.

The area is now considered to be the nuclear centre of Canada, home of Eldorado Nuclear and Westinghouse (Canada) Limited Nuclear Division, two of the town's six major employers of the 10 000 people who now live in Port Hope. There are about 20 other industries in the area producing a variety of products, giving the town a much diversified industrial base.

Industry is not however the only area where diversity can be found. Port Hope has recreational facilities for bowling, golf, hockey, horseback riding, roller skating, indoor and outdoor swimming, tennis, softball, handball, soccer, lawn bowling, and cross country skiing. There are six major religious denominations each having their own church. Three main educational institutions in the region are: Sir Sandford Fleming and Durham College of Applied Arts and Technology, Trent University, and Trinity College School. There are 2 motels, a modern shopping complex and medical clinics. It should be noted that Toronto is only a one hour drive away and Oshawa only 50 km by Highway 401 which passes through the outskirts of the town.

Also passing through the town are both the CN and CP Railway lines. There are a number of major bus lines and of course, there is the ease of access to water, the town being situated on the shores of Lake Ontario. The nearest airport is at Peterborough which is 45 km away.

Port Hope is served by electricity, gas and oil, and the use of wood as a fuel is becoming more popular. The town has scheduled garbage collection and a sewage system which uses the sludge process of treatment.

Because Port Hope is situated in a high population density area, it is serviced by all modern means of communication, and a great number of TV channels and radio stations can be received in the area.

Incorporated in 1834, Port Hope became Ontario's seventh town. It is now administered chiefly by five people who fill the positions of clerk/administrator, deputy clerk, treasurer, tax collector, and building inspector. The town does have an official plan for development, zoning by-laws and a planning board.

Port Hope could be considered one of Canada's far southern towns since its latitude is 44°N. That means it is nearer to the equator than it is to the North Pole. The mean average annual temperature is 9°C. The average July temperature is 20°C and for January it is −7°C. The average winter snowfall is about 200 mm. The number of frost-free days in a year is about 160, making it one of the more favourable places in Canada for the growing of crops.

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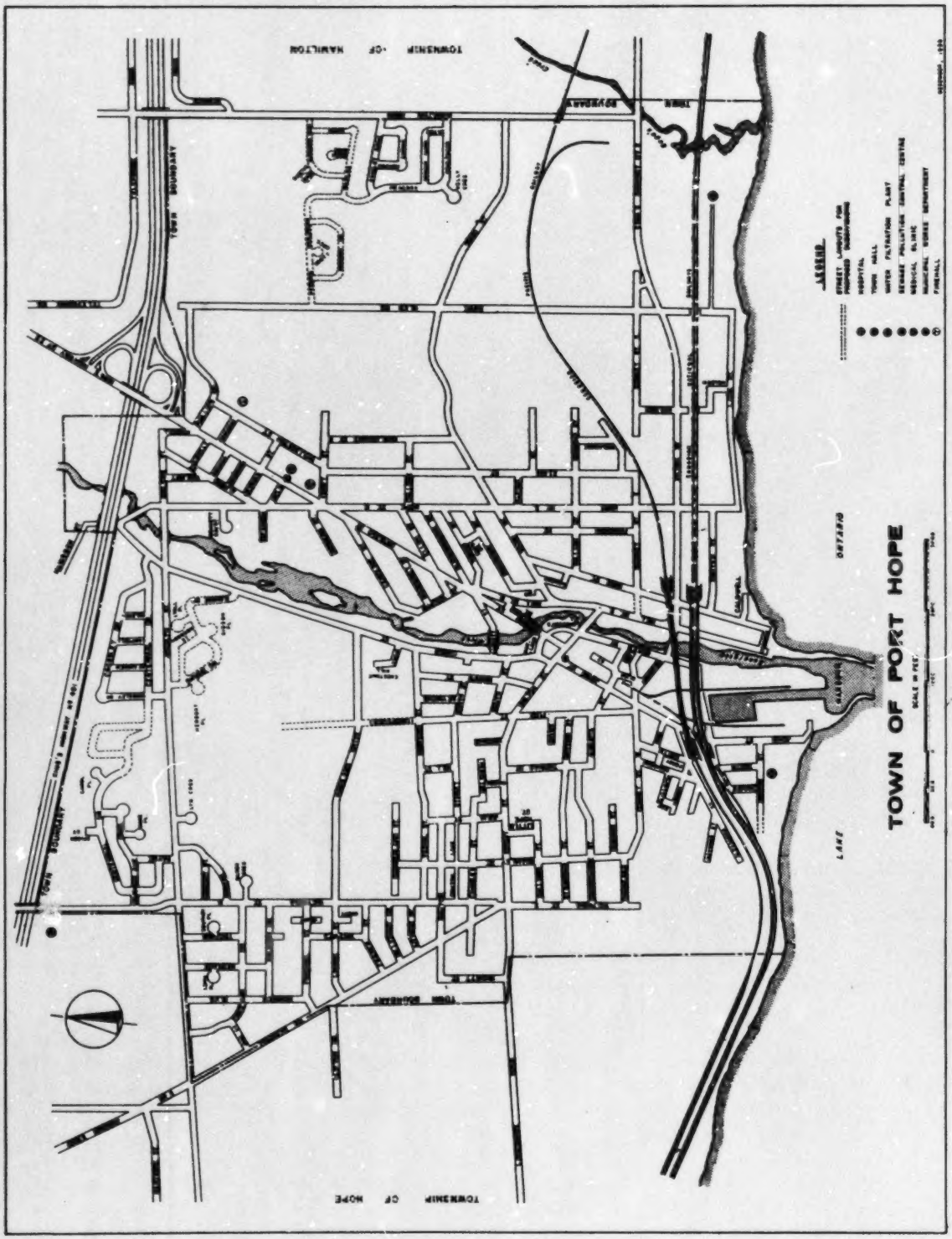

Figure 12

12 WEYBURN, SASKATCHEWAN — COMMUNITY PROFILE

The city of Weyburn is located on the Souris River in southeastern Saskatchewan. It is situated about 75 km from the International Boundary and a 75 minute drive (115 km) from the provincial capital, Regina. The elevation of Weyburn is 570 m above sea level and the surrounding area consists of flat prairie almost devoid of hills or sizeable bodies of water. The Souris River begins north of Weyburn and flows through the city in a southeasterly direction into the United States. Several dams on the river and its tributaries maintain reservoirs. The Nickle Lake Dam, about 11 km south, provides Weyburn's water supply. The southwest portion of the area has some grassland suitable for ranching. Approximately 75 percent of the area is under cultivation. Scattered sloughs and marshes provide stop-overs for migrating flocks of water fowl. The area is sparsely treed with most imported for planting.

The Weyburn area is semi-arid and with extremes of temperatures ranging from below −30°C in winter to above 30°C in summer. The mean daily maximum and minimum temperatures for the coldest month are −12°C and −23°C; for the warmest month 27°C and 11°C. The average rainfall is 30.48 cm and snowfall 104.14 cm. The frost-free period lasts approximately 110 days from the third week in May to mid-September. Year round humidity tends to be low. Thunderstorms occur frequently in the summer.

Weyburn was incorporated as a village in 1902. This was the result of a heavy inflow of American settlers. It became a town the following year, and in 1912 it became a city.

There are two versions as to how Weyburn received its name. The first describes a party of thirty Scots working their way west on a hot summer day. One member was said to have exclaimed "Wee bern" upon seeing the Souris River for the first time. The second version insists the city got its name from a railway construction contractor who named the site after his brother-in-law, Weyburn.

The Saskatchewan Hospital for the mentally ill was established in 1920 and became Weyburn's largest employer. The Hospital is now known as the Souris Valley Regional Care Centre and is a regional resource centre with treatment services for comprehensive long term care in southeastern Saskatchewan. In the 1950's the Weyburn oil field was discovered and since then oil has played a very big part in the city's economy. However, agricultural production still continues to play the major role.

Railway service is provided to Weyburn's nearly 10 000 people by both CP and CN and three highways (13, 35 and 39) pass through the community. The city has one bus line and an airstrip about 4 km northeast of town. Regina, served by transcontinental and regional airlines, is 115 km northwest.

Recreational facilities are abundant in Weyburn with 2 swimming pools, a golf course, a theatre, a drive-in theatre, tennis courts, 2 hockey areas, a curling rink, fastball and baseball diamonds, a bowling alley, 5 outdoor skating rinks, playgrounds and a 54 acre multi-purpose park which includes a fitness trail and picnic areas. Weyburn also has a museum, an art gallery, 2 libraries and Globe Theatre performances from fall to spring. There is a local radio station, a weekly newspaper, and radio and television from Regina, Yorkton, Moose Jaw, Minot and Williston.

Post-secondary education is taken care of by the South East Region Community College which offers certificate courses, university credited courses and recreation classes. There is also 1 senior high school, 2 junior high schools and 5 elementary schools. Weyburn has 12 doctors, 5 dentists, 2 hospitals, and 3 care homes.

The Saskatchewan Power Company provides electricity and gas. The city provides water, sewage, fire and police services.

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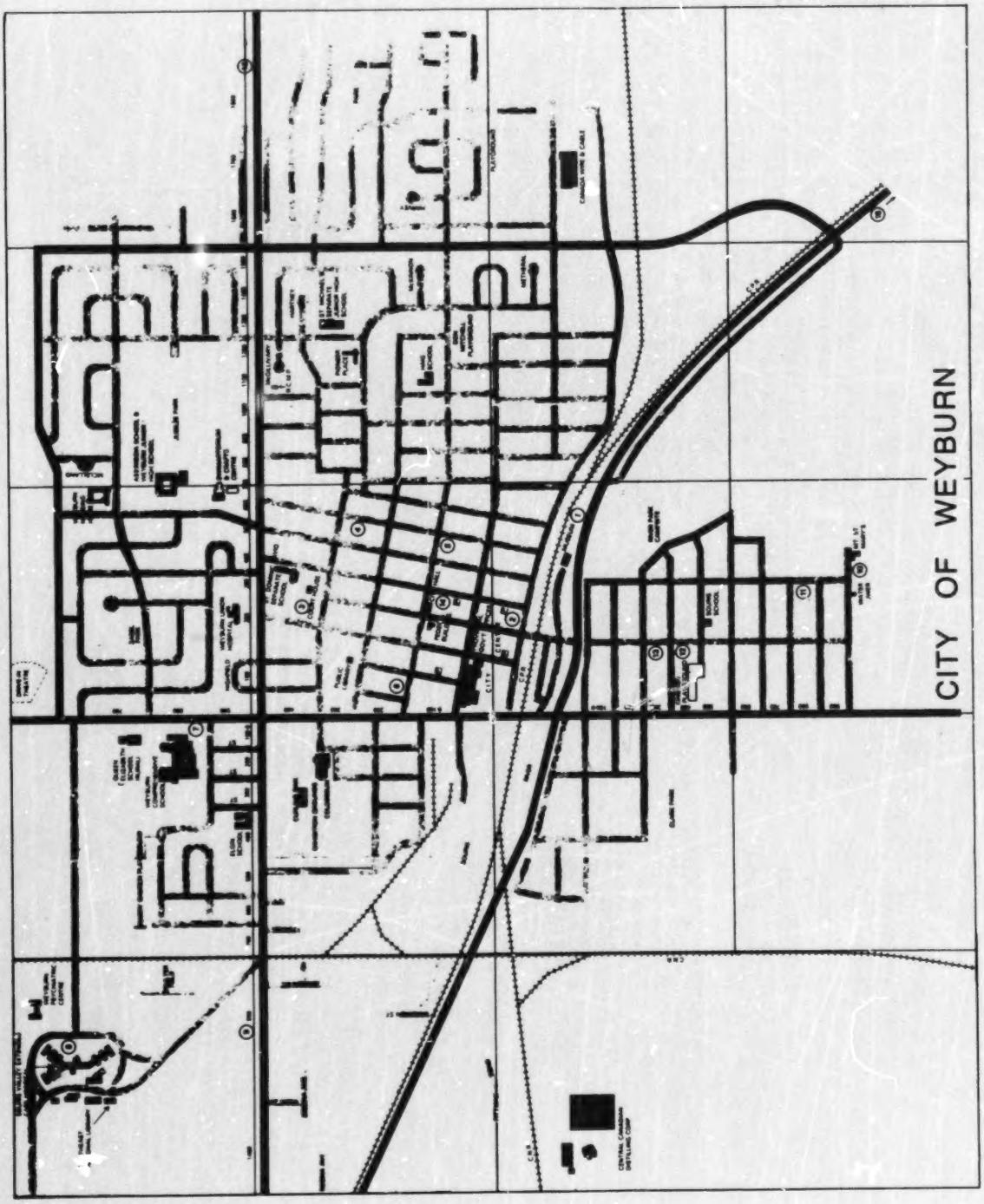

Figure 13

13 HAY RIVER, NORTHWEST TERRITORIES — COMMUNITY PROFILE

The town of Hay River is situated at 60°51'N 115°44'W, where the Hay River empties into Great Slave Lake. It is a modern town of about 3000, adjacent to a Dene Indian village, (on the N.W.T.'s only reserve), and a commercial fishing village. Several factors combine to make Hay River the main trading centre in the area. It is at the northernmost railhead in the Northwest Territories (Great Slave Lake Railway) and is the southern terminus and headquarters of the Great Slave Lake and Mackenzie River water transportation system to the Arctic Ocean.

The all-weather Mackenzie Highway reaches Hay River from the south and branches of it radiate to all major South Mackenzie communities. (The Mackenzie Highway goes all the way to Yellowknife. It is closed at Fort Providence spring and fall when thawing and freezing prevent the ferry from running. There is, however, an ice road during the winter.) The Mackenzie Highway is paved from Edmonton to the Alberta-Northwest Territories border and from Enterprise to Hay River. Between Enterprise and the Alberta border the road is gravel at present, but this portion of the highway is in the process of being paved. Pacific Western Airlines provides 737 jet service to Hay River from Edmonton, Yellowknife and Fort Smith. Air Providence and Ptarmigan Airways fly scheduled and charter services throughout the Great Slave Lake and South Mackenzie area.

The commercial fishing industry centred in Hay River annually exports hundreds of thousands of kilograms of quality Great Slave Lake whitefish and lake trout to southern markets. These species, as well as pickerel, northern pike and arctic char, can be purchased at the retail outlet of Hay River's large, modern fish plant.

Tourism, resource exploration, mining, lumber, house building, shipyards and a full range of service industries all contribute to the local economy. Near Hay River are picturesque lakes, rivers, waterfalls, campgrounds, beaches and picnic sites. Sports fishing is available even within the town and there is good hunting, in season. There are modern hotel and motel facilities and outlets for northern garments, crafts and souvenirs, as well as several market gardens. A modern sports centre includes a swimming pool and saunas, and there are playgrounds, ball diamonds, a golf course and tennis courts.

The climate in Hay River reflects the wide range from summer to winter temperatures that is a feature of the whole Mackenzie Basin. Daily average temperatures fall below 0°C for seven months from October to April. Extreme temperatures such as −57°C have been recorded in the area but this is as rare as the 36°C recorded in Fort Simpson in 1977. The frost-free period ranges from 50 to 100 days. Annual snowfalls average about 127 cm, and snow is probable in any month except June, July and August. Summers in this area are roughly comparable to the prairie provinces although temperatures are slightly lower. The thermometer seldom climbs above 29°C, but the average maximum temperature in July is about 21°C. The long sunny days provide a delightful climate and rainfall is very light. There are 20 hours of daylight in June in the southern Mackenzie. The area averages 8 hours of bright sunshine a day throughout the summer.

Hay River's history goes back nearly 200 years, when a small Hudson's Bay Company post was established and maintained briefly in the early 1800's, to be finally put in on a more permanent basis in 1868. The Anglican and Roman Catholic Missions were also established in the late 1880's–90's and by the time RCMP manned a detachment in 1925, the community had grown considerably, mostly on the east bank of the Hay. By 1939, settlement of Vale Island on the west side, and largest island of the delta, had begun. In 1942, the U.S. Corps of Engineers built an airstrip as part of the war effort and "northern or Alaskan connection". In 1949, a rough highway was finally completed and the "Hub of the North" was linked with the South by this route to Grimshaw, Alberta.

The modern town bears little resemblance to its early days because following a severe flood in 1963, most residences, business and further industrial developments were moved from the island to a new site on the west bank mainland. The "New Town", as it is still referred to, is a fully-served, planned community, with residential and commercial core areas, highway commercial areas, light industrial and recreational sites. Hay River has been incorporated as a town for nearly 30 years and is run by an elected mayor and eight councillors.

Hay River is a modern serviced town, with an excellent volunteer fire brigade, a fully modern hospital and a medical clinic. Daily flights south and north (except Friday) as well as daily bus/coach service is available. There are three schools in the town and one on the Dene reserve. There is an abundance of service clubs and active Guide and Scouting organizations as well as Cadets. As well, there is an arena for skating and hockey, a curling rink, a dance hall, and an excellent library. One notable Hay River landmark is the large purple Diamond Jenness High School. (Its colour was chosen by the students.) Another is the Mackenzie Place 16-storey highrise — the tallest residential structure in N.W.T.

Hay River is serviced by a wide range of media: CBC Radio, a local community FM station, CBC TV Northern Service, and the CANCOM package, broadcast through the locally purchased TV earth-receiving dish. There is also a newspaper, the Hub, which publishes weekly. In operation, as well, is the fully modern direct dialling and digital systems of Northwest Telecommunications (CN). Electricity is supplied by the Northland Utilities using a diesel generating station.

Hay River lies in the Western Plains region of Canada. It is a vast sedimentary basin which used to be a huge inland sea covering most of the prairie provinces. Thick strands of white spruce, poplar and birch forest the relatively flat country, with tamarack and black spruce in the wetter areas, and jack pine in the sandier soil.

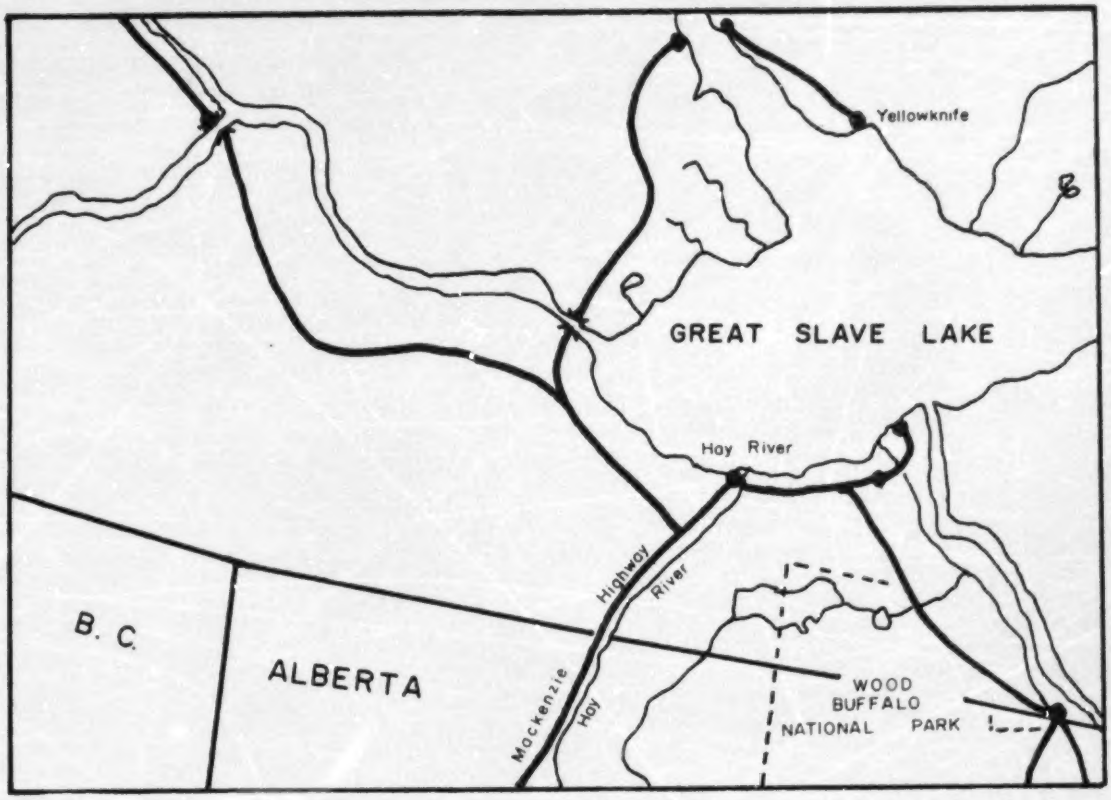

Figure 14

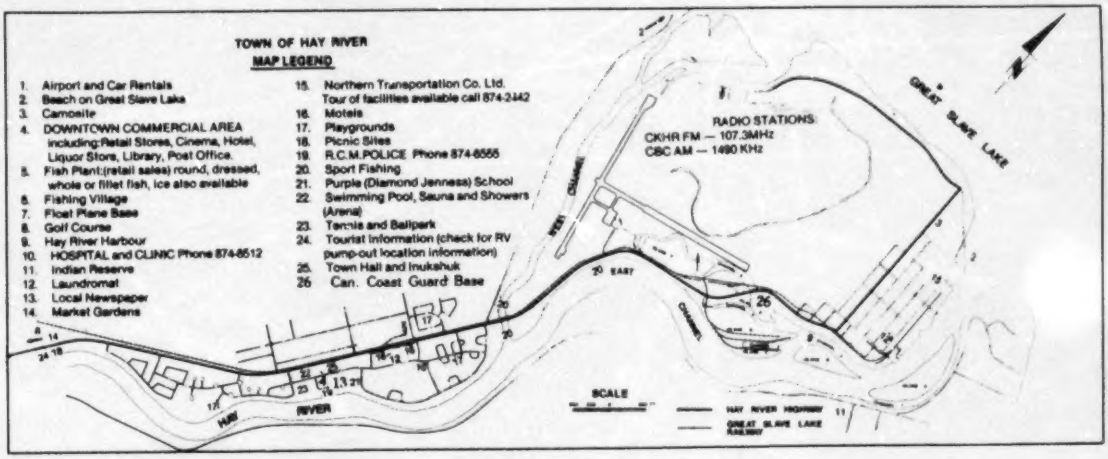
TOWN OF HAY RIVER
MAP LEGEND
1. Airport and Car Rentals
2. Beach on Great Slave Lake
3. Campsite
4. DOWNTOWN COMMERCIAL AREA including:Retail Stores, Cinema, Hotel, Liquor Store, Library, Post Office.
5. Fish Plant:(retail sales) round, dressed, whole or fillet fish, ice also available
6. Fishing Village
7. Float Plane Base
8. Golf Course
9. Hay River Harbour
10. HOSPITAL and CLINIC Phone 874-8512
11. Indian Reserve
12. Laundromat
13. Local Newspaper
14. Market Gardens
15. Northern Transportation Co. Ltd. Tour of facilities available call 874-2442
16. Motels
17. Playgrounds
18. Picnic Sites
19. R.C.M.POLICE Phone 874-6555
20. Sport Fishing
21. Purple (Diamond Jenness) School
22. Swimming Pool, Sauna and Showers (Arena)
23. Tennis and Ballpark
24. Tourist Information (check for RV pump-out location information)
25. Town Hall and Inukshuk
26. Can. Coast Guard Base
RADIO STATIONS
CKHR FM — 107.3MHz
CBC AM — 1490 KHz
GREAT SLAVE LAKE
HAY RIVER
SCALE

Figure 15

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